COUNCIL ASSESSMENT PANEL MEETING
14 September 2022
AGENDA – 9.1

Applicant: GE Hughes Construction Co	**Landowner:** Hughes Properties Pty Ltd
Agent: Peter Meline	**Originating Officer:** Melanie Scott
Development Application:	19/532/473
Application Description: Variation to Development Authorisation 19/532/473 to vary truck wash location, combined fence and retaining wall height (maximum 4.4m), retaining walls height (maximum height 2m) and retaining wall location and associated earthworks Original Proposal: Change of use to include a transport depot and extend an existing vehicle hardstand, retaining walls, combined fence and retaining (maximum height 4.15 metres), 2 x 28000 litre fuel storage pods, storage building, outbuilding for truck wash equipment, 2 x 20000 litre water tanks & associated earthworks	
Subject Land: Lot:3 Sec: P5140 FP:125204 CT: 5220/438	**General Location:** 4 Brettig Road Lobethal ***Attachment – Locality Plan***
Development Plan Consolidated : 8 August 2019 **Maps AdHi/12/55**	**Zones/Policy Areas:** Light Industry Zone - Light Industry (Lobethal North) Policy Area, Watershed (Primary Production) Zone - Onkaparinga Valley Policy Area
Form of Development: Merit	**Site Area:** 12.5 hectares
Public Notice Category: N/A	**Representations Received:** N/A **Representations to be Heard:**

1. EXECUTIVE SUMMARY

The purpose of this report is to seek the Consent of the Council Assessment Panel (CAP) for further variation number 2 to Development Authorisation 19/532/473, determined by CAP on 9 June 2021. The original proposal was described as an extension of the existing land use to include an expanded hard-stand area for the parking of up to 50 trucks and earthmoving machinery (transport depot), and construction of new truck wash and storage building and vehicle canopy, fuel pods, combined fencing and retaining wall structure and associated earthworks and drainage works. The subject land is an existing industrial site, owned and operated by Hughes Construction at 4 Brettig Road Lobethal, immediately north of the township boundary of Lobethal.

Development commenced on the subject land without Development Approval with the truck wash and canopy buildings constructed earlier this year. Council initiated enforcement action and investigations revealed that the truck wash building was constructed in a different location to that approved resulting in additional earthworks and retaining walls. The applicant is now seeking planning consent for these variations.

The subject land is located within the Light Industry Zone and within the Light Industry (Lobethal North) Policy Area as well as the Watershed (Primary Production) Zone - Onkaparinga Valley Policy Area. The proposal is entirely within the Light Industry Zone - Light Industry (Lobethal North) Policy Area. No works are proposed within the Watershed (Primary Production) Zoned portion of the subject land.

Whilst the variations are minor in nature in the view of staff, there are new retaining walls proposed which were not part of the original proposal which warrant the variations being determined by CAP as the original decision authority.

The reserve matter conditioned by CAP in relation to the detailed engineering design for the blockwork retaining wall was reviewed by Council's Structural Engineer and the design is considered satisfactory. The design for the bio-detention basin and scour protection measures have been reviewed by Council engineering and are considered satisfactory. Given the truck wash and hardstand are operational the second part of the reserved matter has not been met. It is appropriate for staff to add in an additional condition regarding completion of the bio retention swale within 6 months of Development Approval being issued.

The main issues relating to the proposal are visual amenity from nearby points of public outlook including Kenton Valley Road, with additional concrete block retaining walls proposed in the variation.

In consideration of all the information presented, staff are recommending that the second variation proposal be **SUPPORTED as a minor variation to previous Development Authorisation 19/532/473** subject to conditions.

2. DESCRIPTION OF THE PROPOSAL

Variation number 2 comprises the following variations:

- the combined fence and retaining wall on the southern boundary was approved at 4.15 metres high and the proposed new height is at 4.4metres (.25metre higher)
- new retaining wall returns on the eastern and western edges of the hardstand which vary in height from being buried to 1.7m where they connect to the southern boundary retaining wall. These new retaining walls are internal to the site.
- The truck wash building has been relocated further north on the site, now proposed at approximately 52 metres from the southern boundary (was originally approved at 36 metres then varied to 29 metres) which has seen the FFL increase by .8 metre from 438 to 438.8 as the hardstand does slope up hill to the north.

The proposed variation plans are included as ***Attachment – Variation Plans*** with other information included as ***Attachment – 09 June 2021 CAP Report and CAP Attachments, Attachment – Approved Plans 09 June 2021*** and ***Attachment – Regulation 65 Minor Variation 1 Approved Plans***.

3. REFERRAL RESPONSES

Internal Referrals

Council Engineering team have reviewed the detailed design provided for the biodetention basin provided on 21 July 2022 and the temporary scour protection and consider the details satisfactory. The scour protection is a temporary measure until the bioretention swale is built.

And provided the following requirements:

(i) That ponding water in the south east corner will scour between the concrete blockwork if gaps are not sealed. Ensuring no gaps between blocks or sealing is crucial to avoid surcharge, scouring and discharge of sediment laden water.

(ii) Detailed design / engineering regarding the overflow mechanism from the bio-filtration area via the 6m weir is required to confirm the design rate of discharge to the local stormwater systems.

Council's Structural Engineer reviewed the detailed engineering for the blockwork retaining wall and considers the information satisfactory.

4. PLANNING & TECHNICAL CONSIDERATIONS

The original application was evaluated in accordance with the following matters:

i. The Site's Physical Characteristics:

The subject land is in the order of 12 hectares of which approximately 40% is utilised for the commercial activity. The eastern half particularly, which lies within the Watershed (Primary Production) Zone is retained for grazing use.

The site is expansive, yet the requirements for the operation's vehicle storage necessarily utilises a large proportion of the site given the nature of heavy vehicles, including semi-trailer and dual-trailer combinations as well as the manoeuvring / circulation areas. The site slopes from high in the north to low in the south. The slope of the land was enough to cause some work health and safety concerns for staff accessing vehicles which has resulted in the proposed filling of land to decrease the slope.

The site was impacted by the Cudlee Creek Bushfire with the main impact being on existing landscaping on the western edge of the existing hardstand area. The applicant has also worked with Council engineering and arboricultural staff to ensure that the existing access point on Brettig Road meets expected safety standards. This involved the recent removal of a large Council Eucalpyt tree which was causing sight line issues. The tree also had its health impacted by installation of Council stormwater infrastructure. Survival of the bushfire event and the access works demonstrate the existing site is generally well kept and orderly in its layout and parking arrangements.

There is limited flood mapping in the south eastern portion of the site adjacent the winter creek which flows across this portion of the land. The applicant has provided a consultant's report which indicated the proposed works will not impact the creek, but more particularly nor upstream or downstream sites.

ii. The Surrounding Area

The surrounding locality exhibits a closely interfaced arrangement of land use zones which have dissimilar planning objectives and land uses established.

The topography of land in the locality results in the proposed and existing development to be prominent within the landscape when travelling along Kenton Valley Road, rather than being concealed. In this respect, aesthetic and operational impacts are likely to be recognised well beyond the site boundaries.

The site is bounded to the north and east by primary production land. To the south the neighbouring land is dual zoned being both Township and Watershed Primary Production. To the west there are large light industry uses and some larger Township zoned residential parcels.

The locality plan is provided as Attachment – Locality Plan.

iii. Development Plan Policy considerations

a) Light Industry Zone & Policy Area provisions

The subject land lies within the Light Industry Zone and the Light Industry (Lobethal North) policy Area applies to this assessment. The zone and policy area provisions seek to enable a range of light industrial land uses which will be protected from intrusion of residential and other conflicting land uses, enhance the aesthetic characteristics of the zone and ensure the nearby areas within the Watershed (Primary Production) zone areas are protected from pollution as a priority.

The following are considered to be the relevant Policy Area provisions:

Objectives: 1, 2 & 3
Desired Character Statement: (all)
PDCs: 1, 2, 3, 5, 6 & 7

The following are considered to be the relevant Zone provisions:

Objectives: 1
PDCs: 1, 3 & 4

The relevant zone and policy area provisions illustrate the intention for the zone to support appropriate forms of industrial development without encroachment of incompatible uses. The zone and policy area PDCs 1 both indicate envisaged forms of development including light industry and service industry.

Accordance with Zone

The light industry zone seeks to become '*intensely developed*', with '*low impact*' industrial activities and seeks to achieve a *'high quality, landscaped industrial area'* aesthetic.

The impacts associated with the variation elements on balance, are considered to be relatively low for the proposed hard-stand area, which will still involve the movement of trucks and trailers from the southern portion of the land on commencement and conclusion (typically) of work. The previous western and eastern edges of the proposed hardstand had battered banks. It is considered the block retaining will enable better visual amenity for long term property maintenance. It is noted that more intensive movements are likely at the northern end of the property and more so associated with loading, unloading and movement of machinery and construction materials.

The relocation of the truck washing and storage building and apparatus is also considered on balance to present low level impacts. The originally approved plan had the truck wash building set back approximately 39 metres from the southern boundary. The variation 1 approved plan amended the truck wash building set back to approximately 29 metres from the southern boundary. The current variation amends the building setback from the southern boundary to 52.3 metres. Given the turning circle is accommodated and the proposed fencing on the boundary is unaltered it is considered that the new location will not have an unreasonable impact on the neighbouring property to the south.

The height of the proposed building does not change (6metre wall height) in the current variation. The CAP approved footprint was 548m^2. The amended proposal in variation 1 has a footprint of 710m^2, which was an increase of 162m^2 or a 30% increase. The footprint in the current variation has not changed.

Activities will necessarily involve the movement of trucks through the truck wash apparatus, therefore traffic movements, and some associated noise from the washing, pumps etc. will exist.

Earthworks have been partially completed with some fill still to come in the southwestern portion of the site. The proposed change to the combined fence and retaining wall on the southern boundary from 4.15m to 4.4m in height is considered inconsequential and a reckoning of matching conditions found on site. The "returns" or internal retaining walls on the eastern and western edges of the hard stand are new. The western retaining wall varies from .2m to 1.7m high above ground as it varies from 1 concrete block to 2 concrete blocks high with varying degrees of the bottom block being embedded in the ground. The eastern retaining wall varies from .6m high to 1.7m high above ground as it varies from 1 concrete block to 2 concrete blocks high with varying degrees of the bottom block being embedded in the ground. The hardstand level has not changed with exception of where battered banks were proposed now there are retaining walls.

Of note the land has a seasonal watercourse which traverses the land, coming in to close proximity with the proposed truck wash building. This watercourse is partially flood mapped. The applicant previously provided a professional report which provided recommendations to ensure that the proposal would not impact on upstream and downstream properties. The proposed retaining wall (eastern return) does not interfere with the creek and offers some stabilisation to ensure that the eastern side of the proposed truck wash building and hard-stand area is protected from seasonal flood waters and inundation and scouring or undermining of the site. The structural engineer was satisfied with the detailed design.

Interface between Land Uses
Objectives: 1 & 3
PDCs: 1 & 2

As discussed in the original CAP report, the provision of a fence is necessary to improve the interface between the light industrial land uses and the adjoining and adjacent residential developments to enhance the residential occupants' amenity. The fence is to be acoustically sealed. It is expected the removal of the truck wash further from the southern boundary will lessen the potential amenity impact.

7. SUMMARY & CONCLUSION

The variation assessed against the provisions of the Adelaide Hills Development Plan, Consolidated 8 August 2019, is considered to demonstrate adequate merit insofar that it has the potential to improve upon the existing form and appearance of the subject land, and would visually contain the activities carried out upon the land.

The variations are considered minor in nature and unlikely to unreasonably impact on the neighbouring properties for the following reasons:

- the combined fence and retaining wall on the southern boundary was 4.15 metres high and the proposed new height at 4.4metres (.25metre higher) is considered minor by its very nature being a modest height variation only.
- the retaining wall returns on the eastern and western edges of the hardstand vary in height, including being buried to 1.7m where they connect to the southern boundary retaining wall and are internal to the site. For this reason they are considered minor as they do not abutt a property boundary.
- The truck wash building has been moved further from the southern boundary, now proposed at approximately 52 metres (was originally approved at 36 metres) which has seen the FFL increase by .8 metre from 438 to 438.8 as the hardstand does slope up hill to the north. This is considered minor as along with the acoustic properties of the proposed fence on the southern boundary the new location will improve amenity for the southern neighbours.

Staff are recommending the variation be **SUPPORTED,** subject to amendment to conditions of Planning Consent.

8. RECOMMENDATION

That the Council Assessment Panel considers that Variation Number 2 to vary Development Plan Consent 19/532/473 to vary truck wash location, combined fence and retaining wall height (maximum 4.4m), retaining walls height (maximum height 2m) and retaining wall location and associated earthworks is minor in nature and unlikely to unreasonably impact on the neighbouring properties and approves the variation under Regulation 65 of the Planning, Development and Infrastructure (General) Regulations 2017 at 4 Brettig Road Lobethal subject to amendment to the following condition:

(1) <u>Development In Accordance With The Plans</u>
The development herein approved shall be undertaken in accordance with the following plans, details and written submissions accompanying the application, unless varied by a separate condition:

- **Designing Places Architects plans:**
  - **dated 11 August 2022, WD01, WD01a, WD02 & WD02a, WD03, WD04**
  - **dated 16 June 2021 PA01, PA02, PA03 & PA04**
  - **dated 19 April 2021 PA01, PA01a, PA02, PA02B, PA03, PA04, PA05& PA06 (original approved plans, noting PA01, PA01a and PA02 are superseded by 11 August 2022 Plans WD01, WD01a and WD02 and PA02, PA03 and PA04 were firstly superseded by 16 June 2021 plans**

[Variation 1] and finally by 11 August 2022 plans WD02, WD03 and WD04) Highlighted text (plans and explanation included for information purposes) will be removed prior to resolution of CAP.

- **DBN Consulting Engineers Stormwater management plan dated 30 April 2021 revision 3D, Figure 01 A dated 13 August 2019, Figure 02 A dated 26 July 2020, Figure 03 E dated 26 August 2020, Appendices B and C dated 17 July 2020**
- **A-FLO Equipment Sheets 1 and 2 Rev 01 and Sheet 1 Rev 0.1 date stamped by Council 27 November 2019**

9. ATTACHMENTS

Locality Plan
Variation Plans
CAP Report and CAP Attachments – 9 June 2021
Approved Plans - 9 June 2021
Regulation 65 Minor Variation 1 Approved Plans

Respectfully submitted

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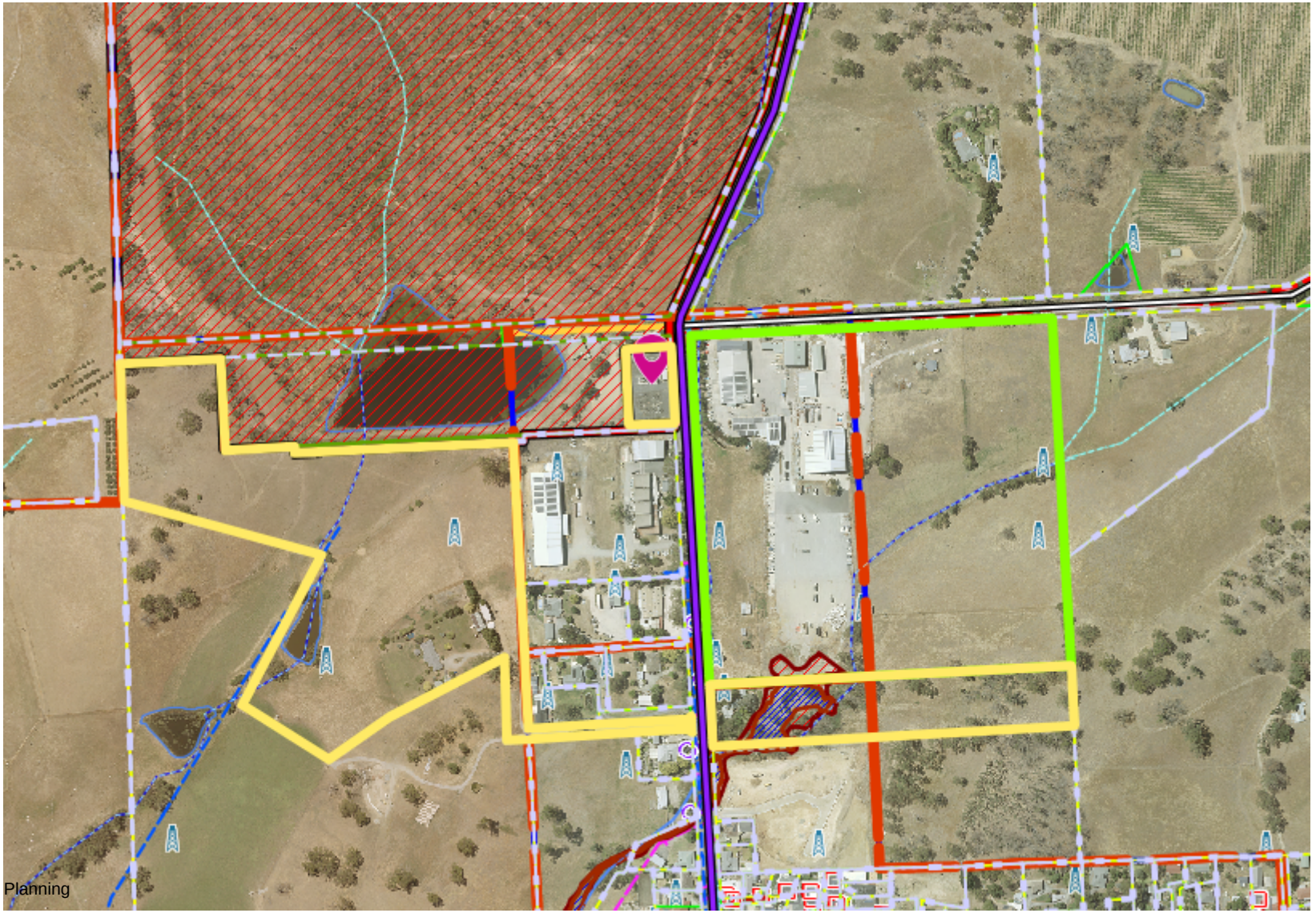
Melanie Scott
Senior Statutory Planner

Concurrence

_____

Deryn Atkinson
Assessment Manager

14-May-2021



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Adelaide Hills COUNCIL

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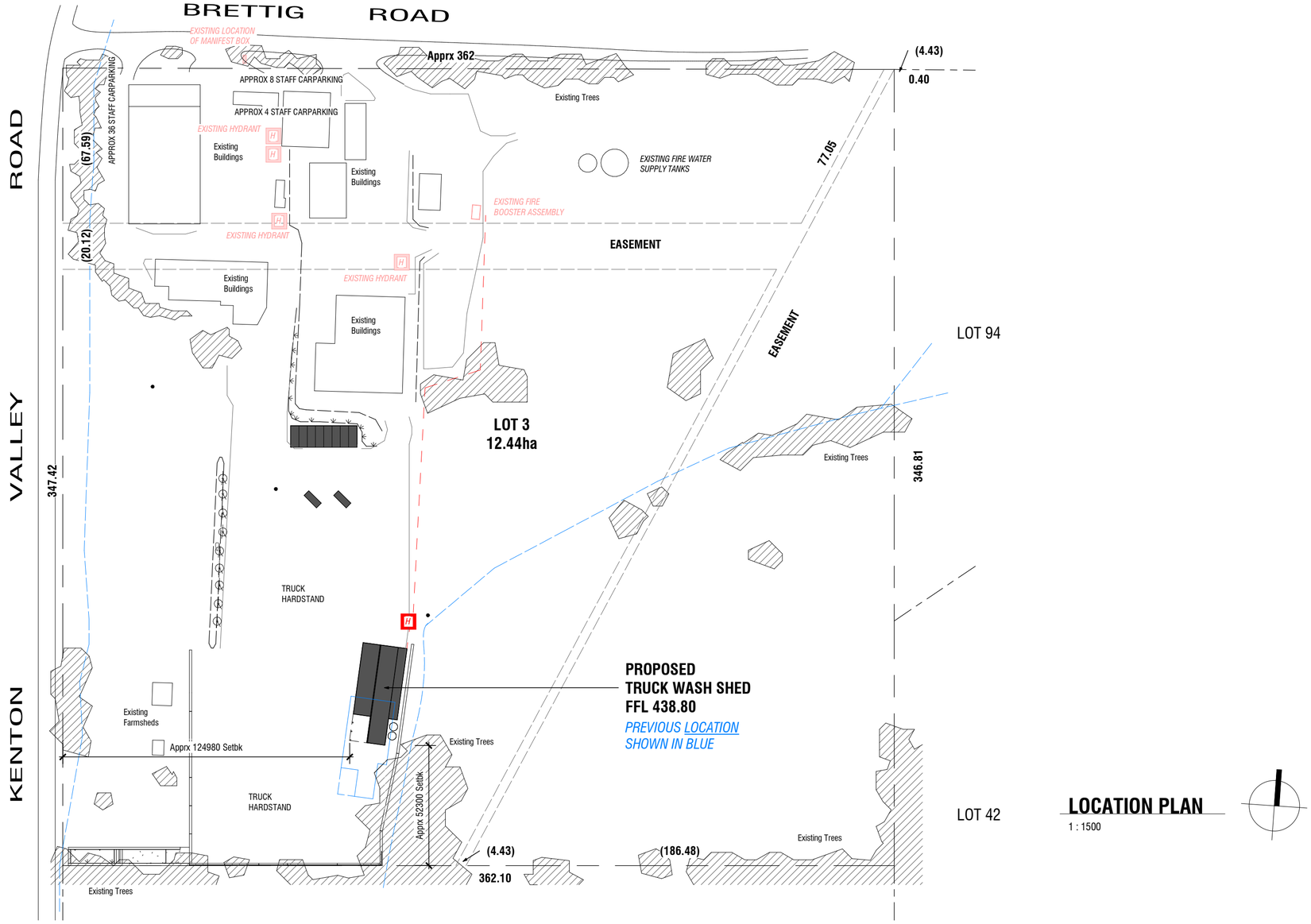
Annotations
- Representor 3
- Representor 2
- Representor 1
- Subject Land

Planners Summary
- PlanningSummary

AHC Core
- Parks
- Townships
- RoadsStreetView
  - ADJOINING LGA RD
  - AHC & PRIVATE
  - AHC RD
  - DPTI RD
  - PRIVATE RD
  - SHARED RD
- PropertyOwner
- Parcels
- Roads
- Suburbs
- Rivers
  - River
  - Creeks
  - Streams

Flood Study Data
- TorrensFloodZones_20Yr



LOCATION PLAN
1 : 1500

G E HUGHES Construction Co
Building on Tradition

BUILDING RULES CONSENT

PROPOSED WORKS at GE.HUGHES FACILITY
28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438
LOCATION PLAN

Date:	Drawn:	Rev:	
11-08-2021	PL	*16-06-21 Amended Truckwash Shed size/shape*	WD01
Scale: 1 : 1500	Dwg No: 1 of 4	*02-07-21 Truck Swept path* *22-02-22 add FireWall -remove FireHyd&Reels* *01-07-22 remove FireWall -add FireHyd.&Reels* *08-07-22 BioRetention details* *15-08-22 Amended location &retaining wall details added* *Minor Shed details changed* *-PA doors, rear carport enclosed*	

DESIGNING PLACES
19 POST OFFICE ROAD LOBETHAL
ABN 50 643 428 118
Ph 0424 364436

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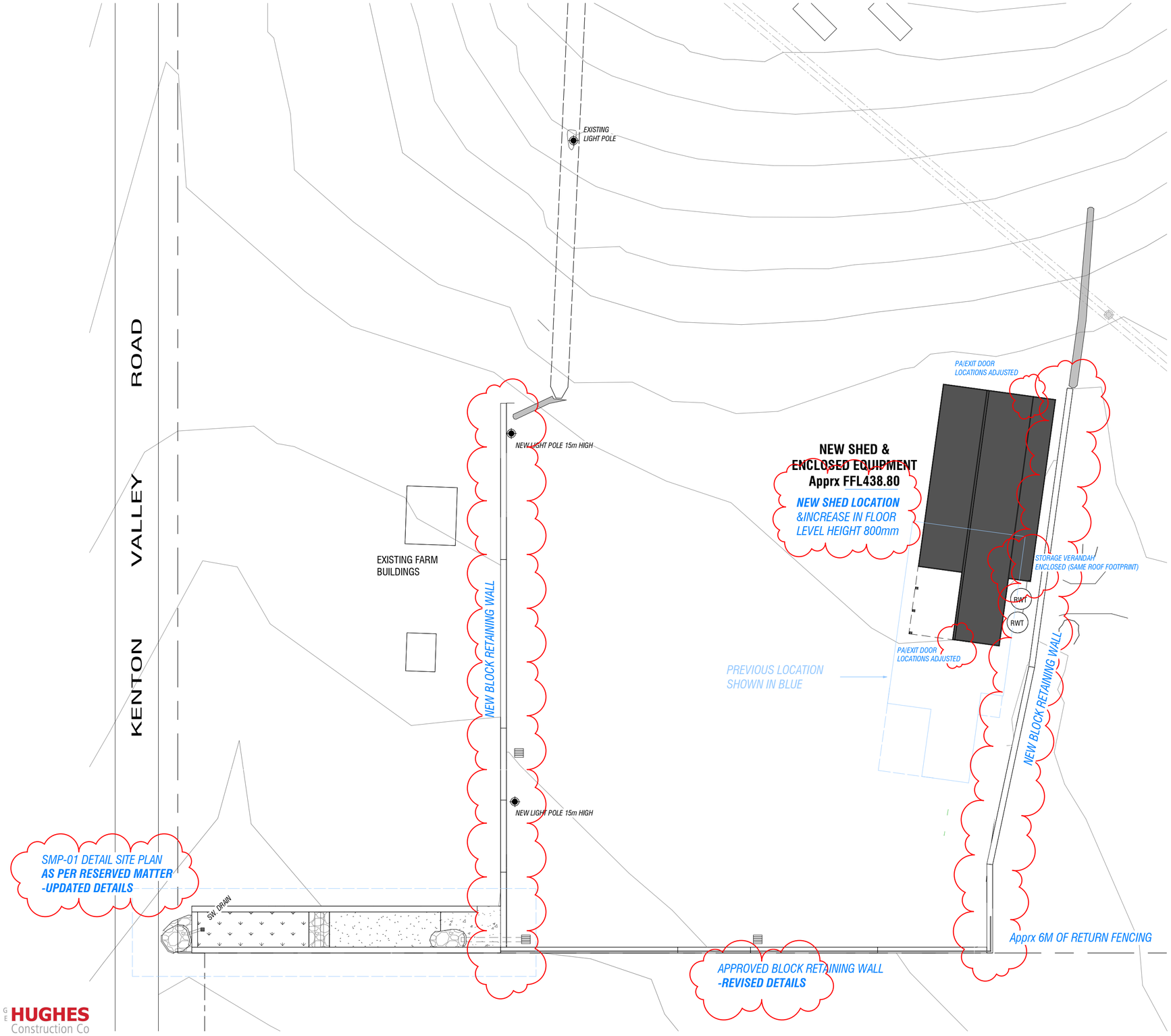

SITE PLAN
1 : 500

REVISIONS:

- *BIO RETENTION DETAILS AMENDED (AS PER RESERVED MATTER)*
- *NEW BLOCK RETAINING WALL*
  Western side of Truck Hardstand
- *NEW BLOCK RETAINING WALL*
  Eastern side of Truck Hardstand
- *MINOR DETAIL CHANGES TO BOUNDARY WALL*
  Southern conc. block retaining wall and fence.
  Onsite 'as-built' variation to embedment depth
- *ADDITIONAL RETURN CORNER TO COLORBOND FENCE*
- *VARIATION TO SHED LOCATION & RESULTING CHANGE IN FLOOR LEVEL*
  Improved truck entry and exit
  Increased distance from Southern neighbour
  Floor level adjusted to suit adjacent topography levels
- *ENCLOSURE OF 'STORAGE VERANDAH' in the Utility side of Truckwash Shed*
- *ADJUSTMENT TO PA. EXIT DOOR LOCATIONS*

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PROPOSED WORKS at GE.HUGHES FACILITY
28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438
REVISION CLOUD CHANGES

Date:	Drawn:	Rev:	
22-08-2022	PL	*16-06-21 Amended Truckwash Shed size/shape*	WD01a
Scale: 1 : 500	Dwg No: 1 of 1	*02-07-21 Truck Swept path* *22-02-22 add FireWall* *-remove FireHyd&Reels* *01-07-22 remove FireWall* *-add FireHyd.&Reels* *08-07-22 BioRetention details* *15-08-22 Amended location &retaining wall details added* *Minor Shed details changed* *-PA doors, rear carport enclosed*	

DESIGNING PLACES
19 POST OFFICE ROAD LOBETHAL
ABN 50 643 428 118
Ph 0424 364436

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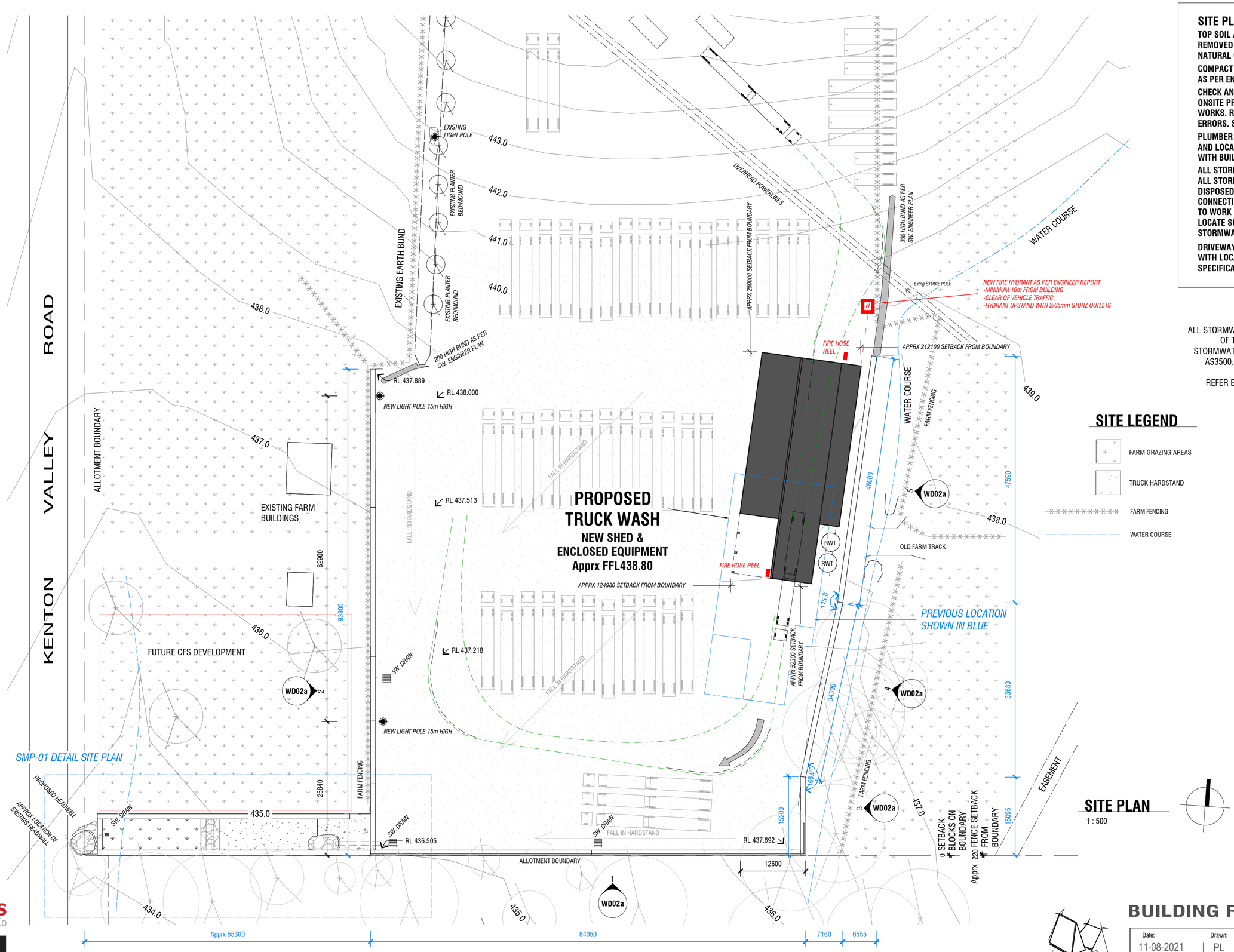

SITE PLAN NOTES

TOP SOIL AND VEGETATIVE MATERIAL TO BE REMOVED TO A HEIGHT OF 150 BELOW NATURAL GROUND LEVEL

COMPACT ALL FILL TO SUITABLE COMPACTION AS PER ENGINEER SPECIFICATION

CHECK AND CONFIRM ALL EXISTING LEVELS ONSITE PRIOR TO COMMENCING ANY WORKS. REPORT ANY DISCREPANCIES OR ERRORS. SITE LEVELS ARE INDICATIVE ONLY.

PLUMBER TO CONFIRM TYPE OF FIXTURES AND LOCATION OF UNDERFLOOR SERVICES WITH BUILDER AND PROPRIETOR

ALL STORMWATER TO BE PLUMBED TO AS 3500.3. ALL STORMWATER TO BE RETAINED ONSITE OR DISPOSED OFFSITE VIA AN APPROVED COUNCIL CONNECTION OR EXISTING PROVISIONS. PLUMBER TO WORK IN CONJUNCTION WITH BUILDER TO LOCATE SOAKWELLS AND/OR PLUMB ROOF STORMWATER RUN-OFF

DRIVEWAY AND CROSSOVER TO COMPLY WITH LOCAL AUTHORITY DETAILS AND SPECIFICATION

STORMWATER NOTES

ALL STORMWATER TO BE RETAINED ONSITE OR DISPOSED OF TO APPROVED COUNCIL PROVISIONS
STORMWATER VIA uPVC PIPE TO BE CONSTRUCTED TO AS3500.3.2003 OR CURRENT AUST. STANDARDS

REFER ENGINEER DRAWING AND SPECIFICATION

SITE LEGEND

- FARM GRAZING AREAS
- TRUCK HARDSTAND
- FARM FENCING
- WATER COURSE

SITE PLAN

1 : 500

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BUILDING RULES CONSENT

Date:	Drawn:	Rev:	
11-08-2021	PL	16-06-21 Amended Truckwash Shed size/shape 02-07-21 Truck Swept path 22-02-22 add FireWall -remove FireHyd&Reels 01-07-22 remove FireWall -add FireHyd &Reels 08-07-22 BioRetention details 15-08-22 Amended location &retaining wall details added Minor Shed details changed -PA doors, rear carport enclosed	WD02
Scale:	Dwg No:		
As indicated	2 of 4		

PROPOSED WORKS at GE.HUGHES FACILITY
28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438
SITE PLAN TRUCKWASH &HARDSTAND

DESIGNING PLACES
19 POST OFFICE ROAD LOBETHAL
ABN 50 643 428 118
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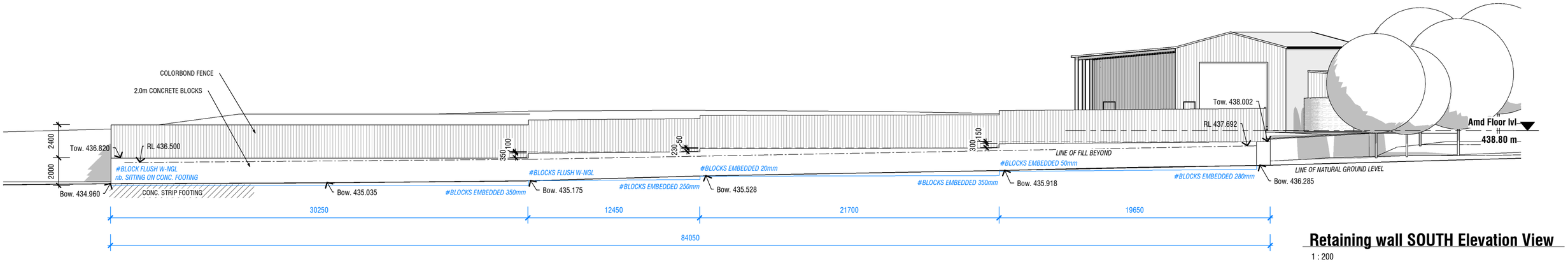
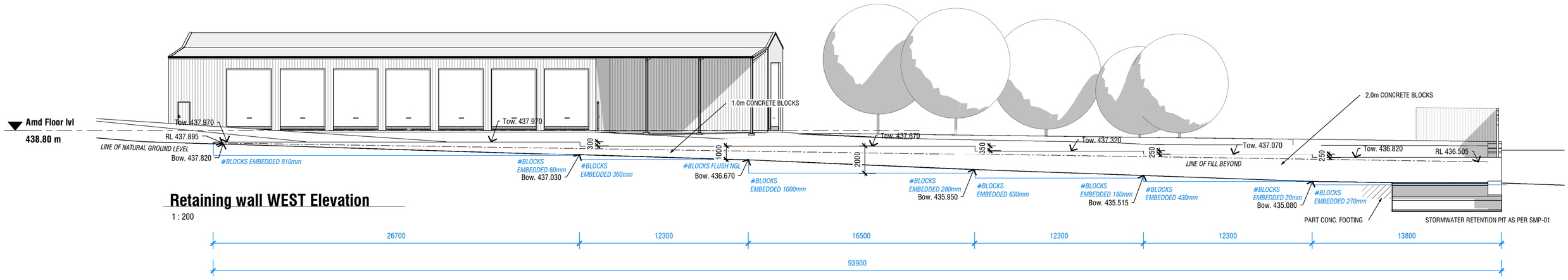


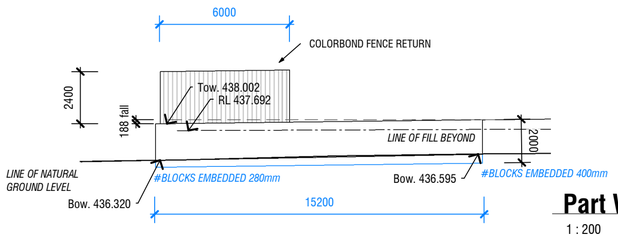
Retaining wall SOUTH Elevation View

1 : 200



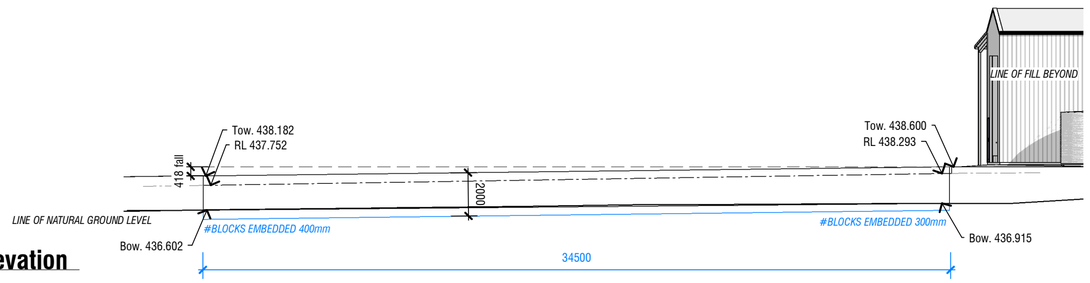
Retaining wall WEST Elevation

1 : 200



Part Wall 1.EAST Elevation

1 : 200



Part Wall 2.EAST Elevation

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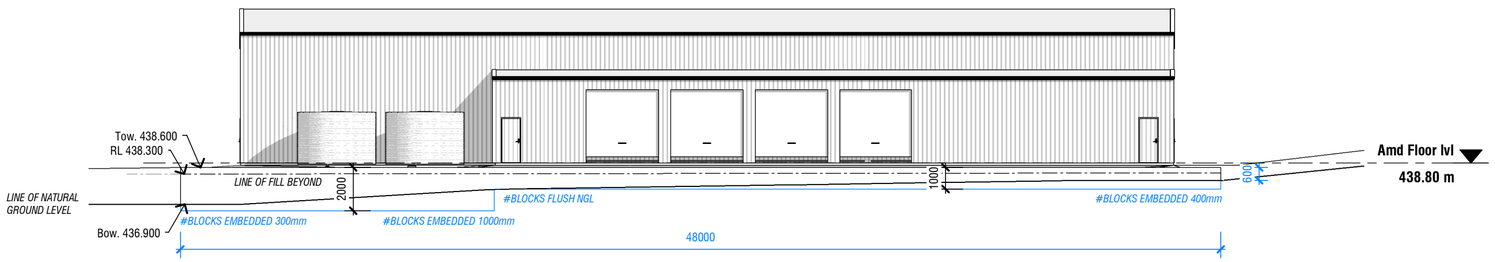

Part Wall 3.EAST Elevation

1 : 200

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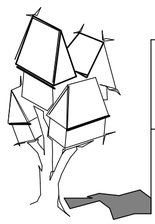
PROPOSED WORKS at GE.HUGHES FACILITY

28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438

RETAINING WALL DETAILS



Date: 15-08-2022
Drawn: PL
Scale: 1 : 200
Dwg No: 1 of 1
WD02a

Rev:
16-06-21 Amended Truckwash Shed size/shape
02-07-21 Truck Swept path
22-02-22 add FireWall -remove FireHyd&Reels
01-07-22 remove FireWall -add FireHyd.&Reels
08-07-22 BioRetention details
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Minor Shed details changed -PA doors, rear carport enclosed

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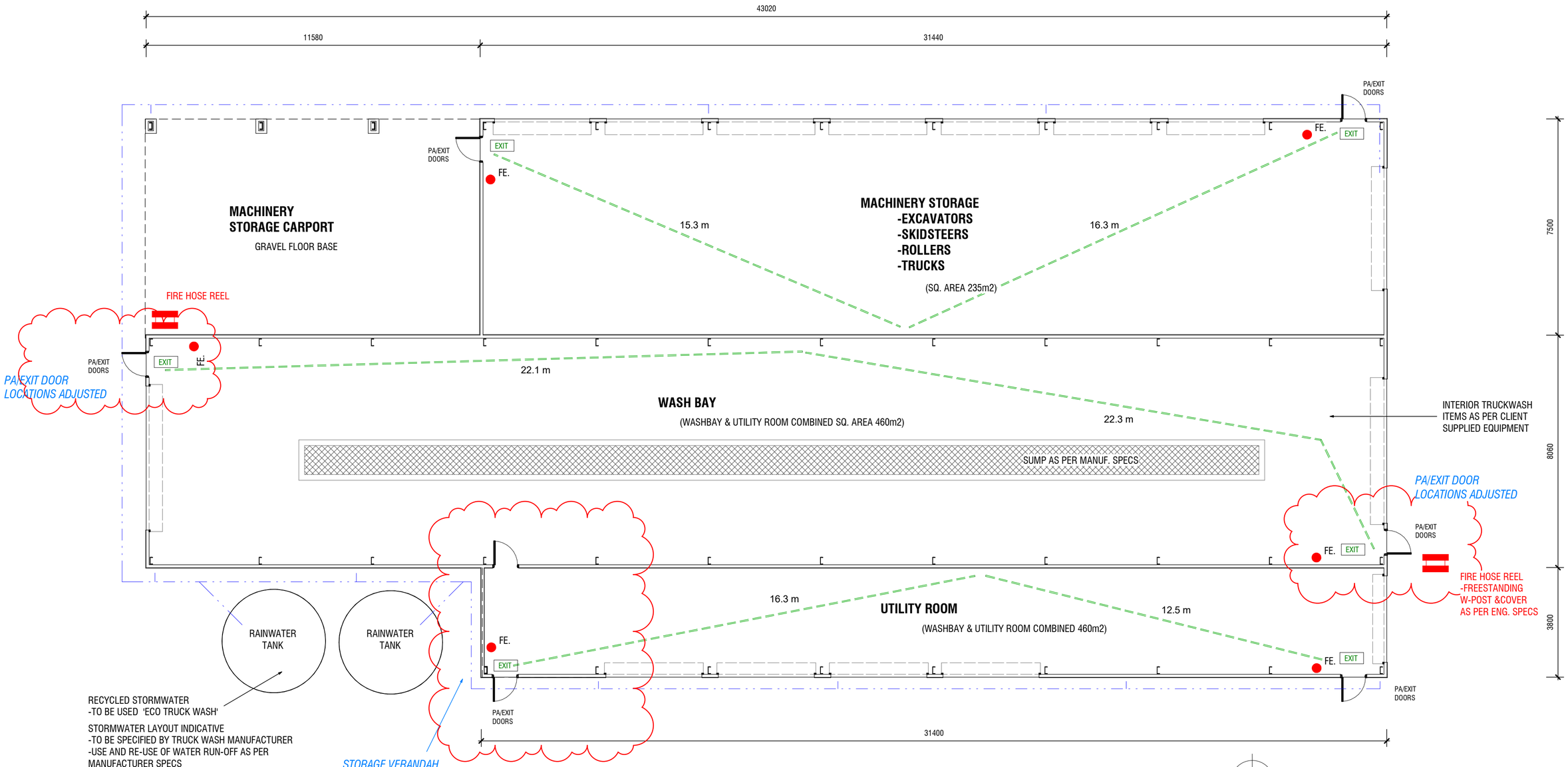

FLOOR PLAN

1 : 100

METRE SQ. AREA

SHED FOOTPRINT	Approx 695m2
Truck Wash Fire Compartment	460m2
Machinery Shed/Storage	235m2
MACHINERY CARPORT	Approx 87m2

ACCESS FOR PEOPLE WITH DISABILITES

PROVIDE CLEAR AND CONTINUOUS ACCESSIBLE PATH OF TRAVEL IN ACCORDANCE WITH AS1428 AS2890.6 AND NCC 2019 SECTION D3
PROVIDE CLEAR AND LEGIBLE SIGNAGE TO COMPLY WITH NCC 2019 D3.6
-BRAILLE AND TACTILE INDICATORS/SIGNAGE MUST COMPLY WITH SPECIFICATION D3.6
-WHERE A HEARING AUGMENTATION SYSTEM IS REQUIRED IT MUST COMPLY WITH AS 1428.1
EXIT DOORS IN AREAS REQUIRED TO BE ACCESSIBLE MUST COMPLY WITH NCC 2019 D2.21 & AS1428.1
PROVIDE LUMINANCE CONTRAST AT DOORWAYS IN ACCORDANCE WITH AS1428.1

NOTE: Under Exemption NCC D3.4 not required

DOOR HARDWARE TO REQUIRED EXITS MUST COMPLY WITH NCC D2.21 inc. READILY OPENABLE WITHOUT KEY FROM SIDE OF EGRESS inc. MANUAL CONTROLS TO POWER OPERATED DOORS, OF SIZE AND LOCATION AS PER NCC D2.21(iii)

EXIT TRAVEL DISTANCES TO COMPLY WITH NCC 2019 Vol 1 PART D1.4

LEGEND

- FE. MIN 2.5kg ABE FIRE EXTINGUISHER in compliance with AS2444 ADJACENT TO FIRE EXITS TO SATISFY COMPLIANCE WITH NCC E1.6
- (EL.) EMERGENCY LIGHTING in compliance with AS2293.1 TO SATISFY COMPLIANCE WITH NCC E4.2
- (S) INDICATES HARD WIRED INTERCONNECTED SMOKE ALARMS

EXIT ILLUMINATED EXIT SIGNS TO COMPLY WITH AS 2293.1 EMERGENCY LIGHTING TO COMPLY WITH AS 2293.1

Finishes Schedule

Code	Description
CB-PE	Selected Trim-dek profile Colorbond wall(Vertical). PALE EUCALYPT
RD-PE	Roller Door
RfCB-PE	Selected Trim-dek Colorbond roof. PALE EUCALYPT

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0 1 2 4 8

PROPOSED WORKS at GE.HUGHES FACILITY
28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438
TRUCKWASH FLOOR PLAN

BUILDING RULES CONSENT

Date: 11-08-2021
Drawn: PL
Rev:
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02-07-21 Truck Swept path
22-02-22 add FireWall
-remove FireHyd&Reels
01-07-22 remove FireWall
-add FireHyd.&Reels
08-07-22 BioRetention details
15-08-22 Amended location &retaining wall details added
Minor Shed details changed
-PA doors, rear carport enclosed
Scale: As indicated
Dwg No: 3 of 4
WD03

DESIGNING PLACES
19 POST OFFICE ROAD LOBETHAL
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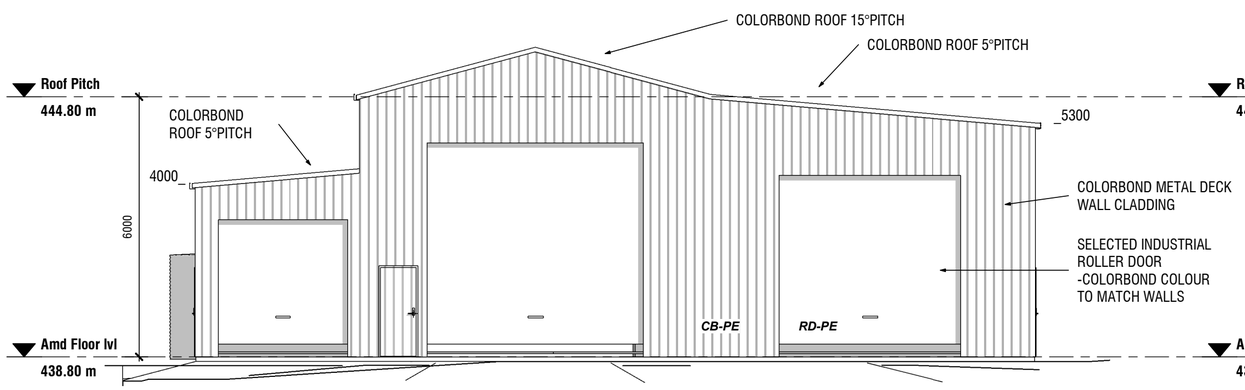
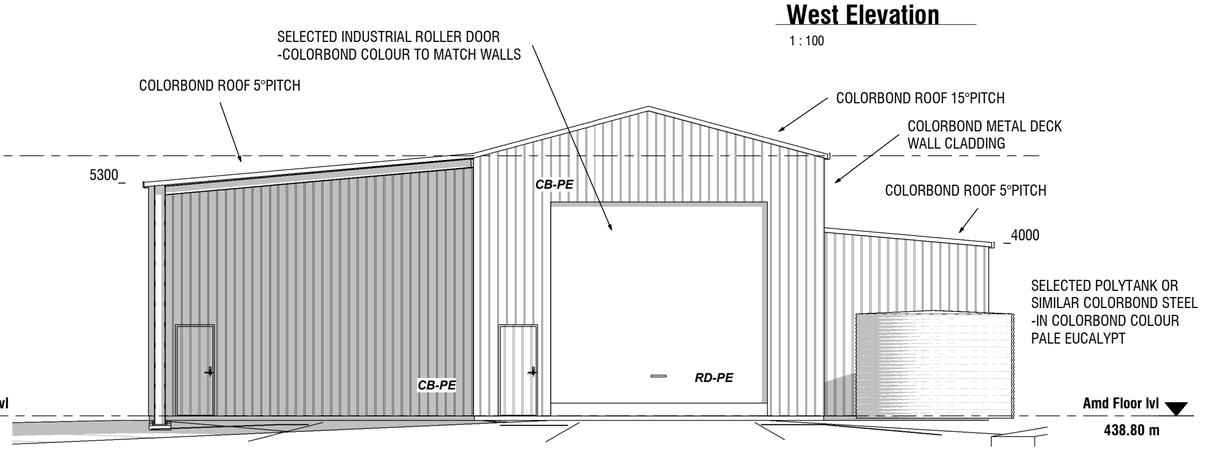
Ph 0424 364436

ORIGINAL SHEET SIZE A2

West Elevation

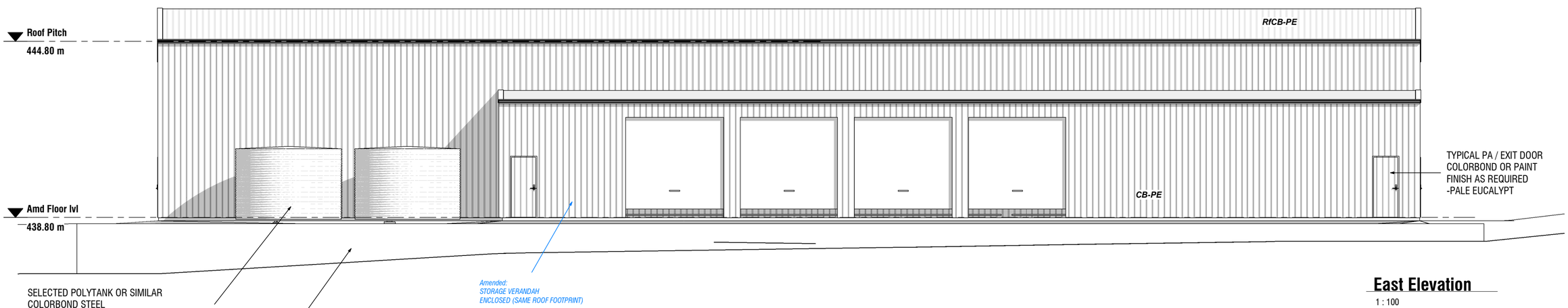
1 : 100





North Elevation

1 : 100



South Elevation

1 : 100

East Elevation

1 : 100

G E **HUGHES** Construction Co

Building on Tradition

0 1 2 4 8

Finishes Schedule	
Code	Description
CB-PE	Selected Trim-dek profile Colorbond wall(Vertical). PALE EUCALYPT
RD-PE	Roller Door
RfCB-PE	Selected Trim-dek Colorbond roof. PALE EUCALYPT

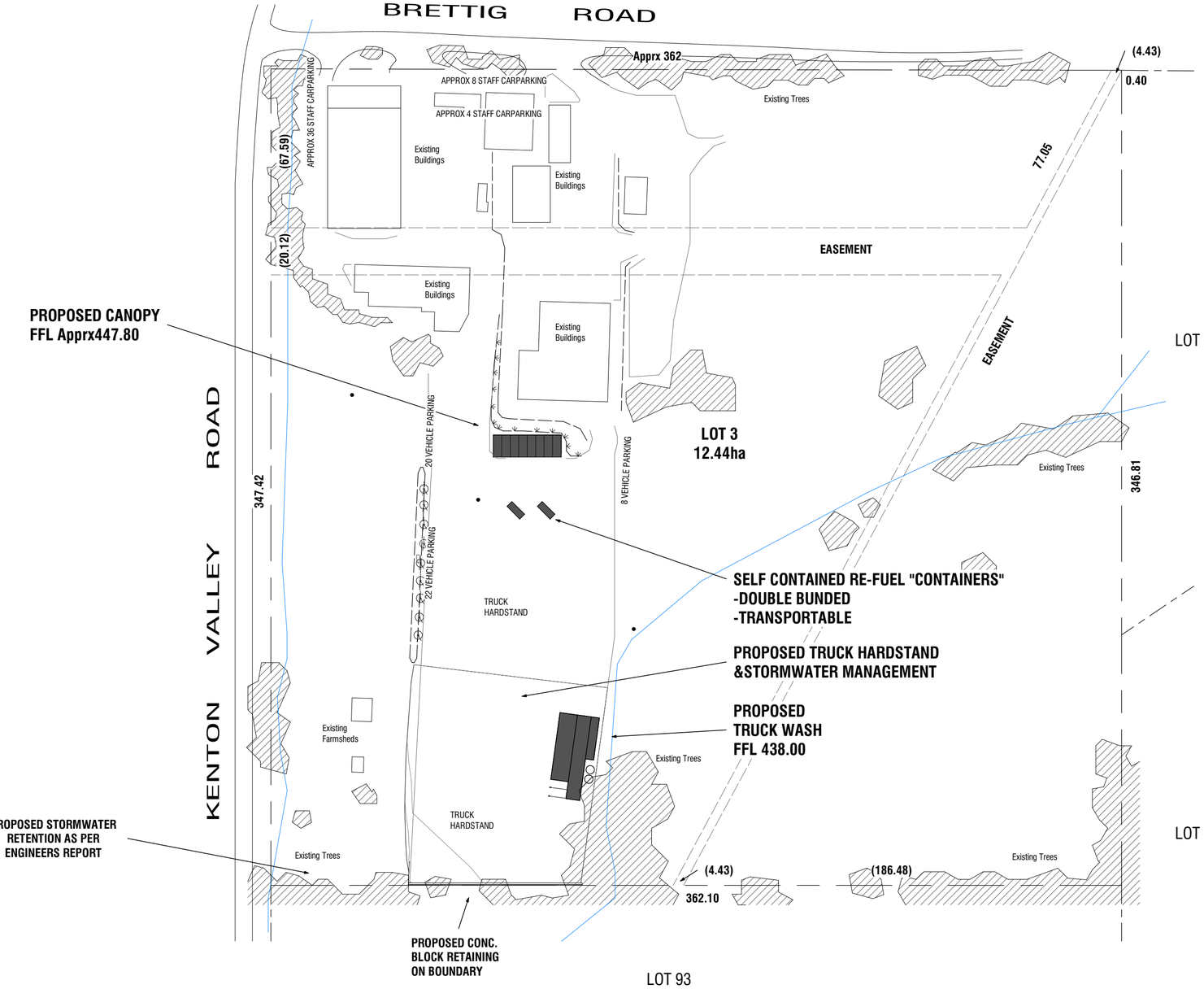
PROPOSED WORKS at GE.HUGHES FACILITY
28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438
TRUCKWASH ELEVATIONS

BUILDING RULES CONSENT

Date: 11-08-2021
Drawn: PL
Rev: 16-06-21 Amended Truckwash Shed size/shape; 02-07-21 Truck Swept path; 22-02-22 add FireWall -remove FireHyd&Reels; 01-07-22 remove FireWall -add FireHyd.&Reels; 08-07-22 BioRetention details; 15-08-22 Amended location &retaining wall details added; Minor Shed details changed -PA doors, rear carport enclosed
Scale: 1 : 100
Dwg No: 4 of 4
WD04

DESIGNING PLACES
19 POST OFFICE ROAD LOBETHAL
ABN 50 643 428 118
Ph 0424 364436

ORIGINAL SHEET SIZE A2



AMENDED 3 May 2021

LOCATION PLAN

1 : 1500

DEVELOPMENT PLAN CONSENT
CONDITIONS & NOTES APPLY
DA: 473/532/19
DATE: 09/06/21

G E HUGHES Construction Co

Building on Tradition

PROPOSED WORKS at GE.HUGHES FACILITY
28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438
LOCATION PLAN

PLANNING DRAWINGS

Date:	Drawn:	Rev:	
19-04-2021	PL	*19-04-21 Amended Truckwash Shed size/shape 30-04-21 Boundary Block wall &details*	PA01
Scale: 1 : 1500	Dwg No: 1 of 8		

DESIGNING PLACES
19 POST OFFICE ROAD LOBETHAL
ABN 50 643 428 118
Ph 0424 364436

ORIGINAL SHEET SIZE A2

BRETTIG ROAD

ROAD VALLEY

KENTON VALLEY

ADMIN BUILDING

ADMIN OFFICES

GENERAL BUILDING /CONCRETORS SHOP

JOINERY SHOP

DUST EXTRACTION UNITS

SPRAY BOOTH

VISITOR CARPARKING

SUMP

Existing Trees

EXISTING LANDSCAPE BUFFER

APPROX 38 STAFF CARPARKING

DRIVEWAY

APPROX 8 STAFF CARPARKING

UNDERCOVER CARPARKING

APPROX 4 STAFF CARPARKING

BULK MATERIAL PENS

CARPENTERS &BRICKLAYERS SHOP

CIVIL EQUIP. SHED

CARPARKING

HAZARDOUS GOODS STORE

CIVIL EQUIP. SHED

STORAGE

STORAGE SHED

APPROX LINE OF BANK

Farm Track

LARGE WET SUMP 2.4m x 2.4m

EXISTING OVERHEAD POWERLINES

STEEL RACK STORAGE

WASHDOWN BAY

MECHANICS OFFICE & WORKSHOP

EXTNG. ROCK SWALE &OUTLETS

STRUCTURAL STEEL SHOP

3/ EXTNG. RAINWATER TANKS -APPRX 22500L

EXISTING TRUCKWASH

APPROX 50+ TRUCK EMPLOYEE CARPARK SPACES

20 VEHICLE PARKING

UP

445.0 444.0 444.0 445.0 446.0 447.0 448.0 449.0 450.0 451.0 452.0 453.0 454.0 455.0 456.0 457.0 458.0 459.0 460.0 461.0 462.0 463.0 464.0

462.0 461.0 460.0 459.0 458.0 457.0 456.0 455.0 454.0 453.0 452.0 451.0 450.0 449.0 448.0 447.0 446.0 445.0

440.0 441.0 442.0 443.0 444.0 445.0 446.0 447.0 450.0 451.0 451.0 450.0 449.0 448.0 447.0 446.0 445.0

AMENDED 3 May 2021

DEVELOPMENT PLAN CONSENT
CONDITIONS & NOTES APPLY
DA: 473/532/19
DATE: 09/06/21

Adelaide Hills COUNCIL

EXISTING PLAN

1 : 500

G.E. HUGHES Construction Co

Building on Tradition

PROPOSED WORKS at GE.HUGHES FACILITY

28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438

EXISTING CONDITIONS

PLANNING DRAWINGS

Date:	Drawn:	Rev:	
19-04-2021	PL		PA01A
Scale: 1 : 500	Dwg No: 2 of 8		

DESIGNING PLACES

19 POST OFFICE ROAD LOBETHAL
ABN 50 643 428 118
Ph 0424 364436

ORIGINAL SHEET SIZE A2

STORMWATER NOTES

ALL STORMWATER TO BE RETAINED ONSITE OR DISPOSED
OF TO APPROVED COUNCIL PROVISIONS
STORMWATER VIA uPVC PIPE TO BE CONSTRUCTED TO
AS3500.3.2003 OR CURRENT AUST. STANDARDS

REFER ENGINEER DRAWING AND SPECIFICATION

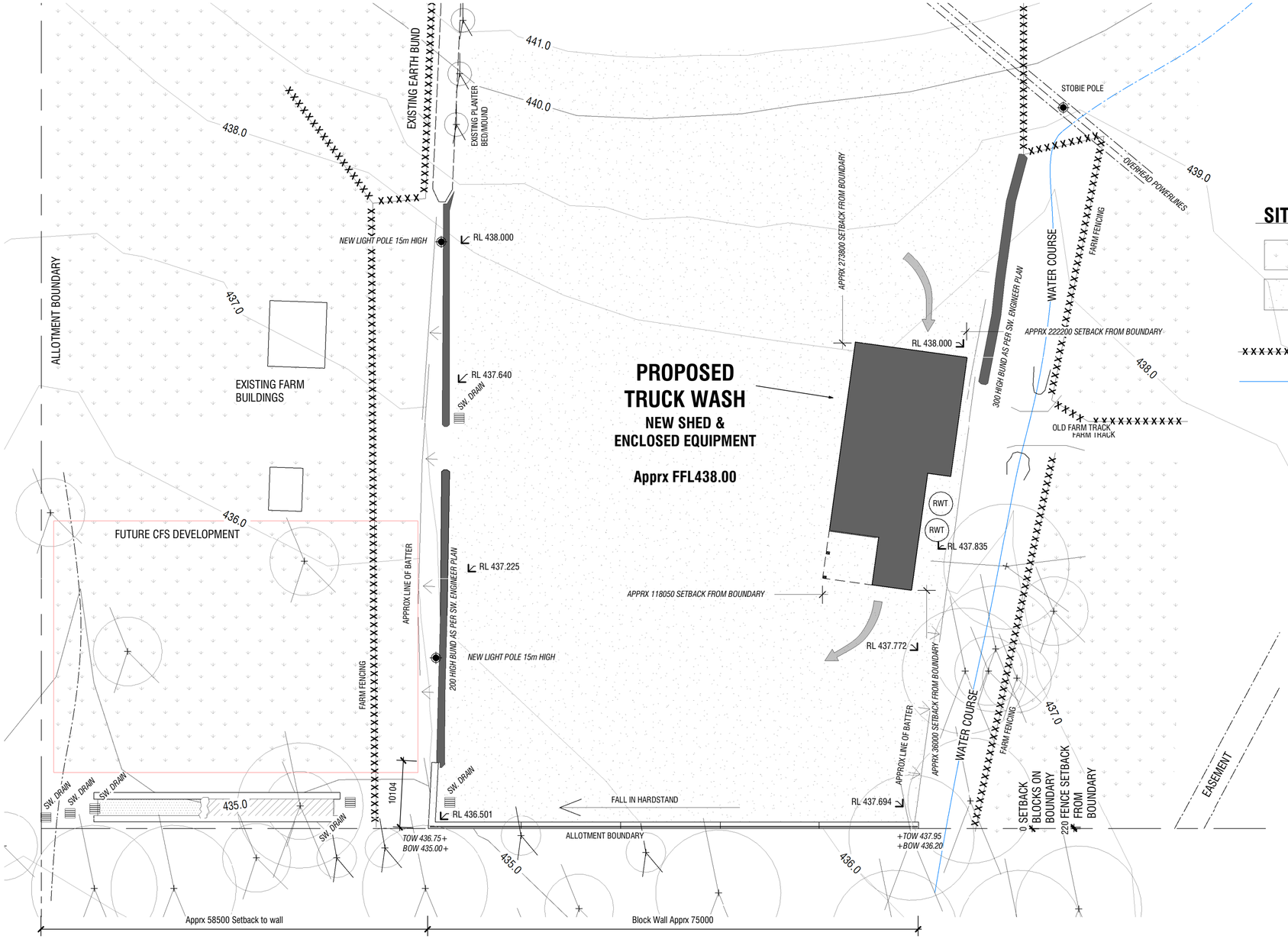
SITE LEGEND

- FARM GRAZING AREAS
- TRUCK HARDSTAND
- FARM FENCING
- WATER COURSE

Adelaide Hills Council

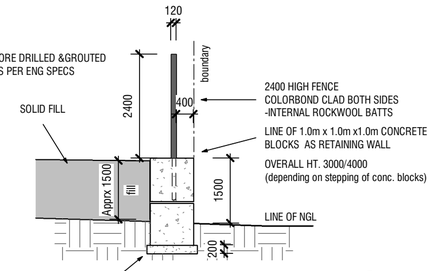
DEVELOPMENT PLAN CONSENT
CONDITIONS & NOTES APPLY
DA: 473/532/19
DATE: 09/06/21

AMENDED 21 May 2021



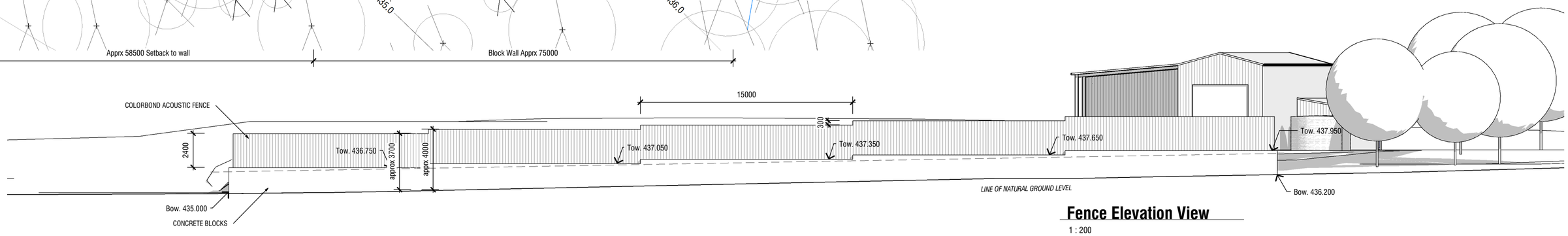
SITE PLAN

1 : 500



Typ. Section

1 : 100

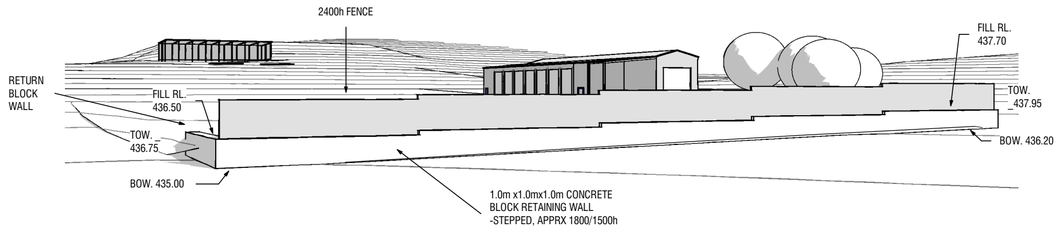


Fence Elevation View

1 : 200

G E HUGHES Construction Co

Building on Tradition



PROPOSED WORKS at GE.HUGHES FACILITY
28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438
SITE PLAN TRUCKWASH &HARDSTAND

PLANNING DRAWINGS

Date:	Drawn:	Rev:	
19-04-2021	PL	*19-04-21 Amended Truckwash Shed size/shape 20-05-21 Boundary Block wall &details*	PA02
Scale:	Dwg No:		
As indicated	3 of 8		

DESIGNING PLACES
19 POST OFFICE ROAD LOBETHAL
ABN 50 643 428 118
Ph 0424 364436

ORIGINAL SHEET SIZE A2

ROAD

VALLEY

KENTON

ALLOTMENT BOUNDARY

EXISTING OVERHEAD POWERLINES

DRIVEWAY

EDGE OF CANOPY

FUEL CONTAINERS

STOBIE POLE

APPROX FFL
446.20

8 VEHICLE PARKING

APPROX 50+ TRUCK EMPLOYEE
CARPARK SPACES

EXISTING LANDSCAPING BUFFER (FIRE EFFECTED)

DRIVEWAY

5807

22 VEHICLE PARKING

2 SEMI
-TIPPERS

TANDEM x2

SEMI x2

9 TRAILERS

EXISTING LIGHT POLE APPROX 9.0m HIGH

8000

15000

EXISTING EARTH BUND

EXISTING PLANTER
BED/MOUND

16 TRUCK & TRAILER

15000

NEW LIGHT POLE 15m HIGH

12 TRUCK & TRAILER

15000

300 HIGH BUND AS PER SW. ENGINEER PLAN

WATER COURSE

OLD FARM TRACK

10700 APPROX FROM LINE OF TREES

PROPOSED LANDSCAPE PLANTING/BUFFER

ALTERNATING SPECIES:

LOW: MYOPORUM PETIOLATUM / MYOPORUM VISCOSUM
- OR SIMILAR
- SHRUB PLANT TO 2m TALL

HIGH: ELAEOCARPUS RETICULATUS (BLUEBERRY ASH)
- 3/15m TALL 1/5m WIDE

PLANTED ON LOW SIDE OF HARDSTAND SOIL BANK

LANDSCAPE BUFFER NEW PLANTING

E-R

M-P/V

EXISTING FARM
BUILDINGS

GAP FOR FARM SHED ACCESS

FUTURE CFS DEVELOPMENT

LANDSCAPE BUFFER NEW PLANTING

200 HIGH BUND AS PER SW. ENGINEER PLAN

NEW LIGHT POLE 15m HIGH

EARTHMOVERS x8

'B' DOUBLES x3

STORMWATER CATCHMENT AS PER
SW. ENGINEER REPORT

SW. DRAIN

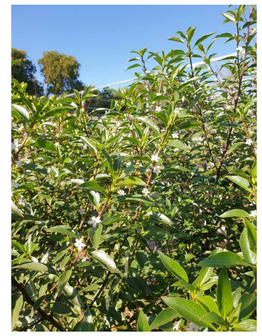
SETBACK

ALLOTMENT BOUNDARY

EASEMENT

MYOPORUM PETIOLATUM / MYOPORUM VISCOSUM
- OR SIMILAR
- SHRUB PLANT TO 2m TALL

AMENDED 3 May 2021



ELAEOCARPUS RETICULATUS (BLUEBERRY ASH)
- 3/15m TALL 1/5m WIDE

DEVELOPMENT PLAN CONSENT
CONDITIONS & NOTES APPLY
DA: 473/532/19
DATE: 09/06/21

HARDSTAND DETAILS

1 : 500

GE HUGHES Construction Co

Building on Tradition

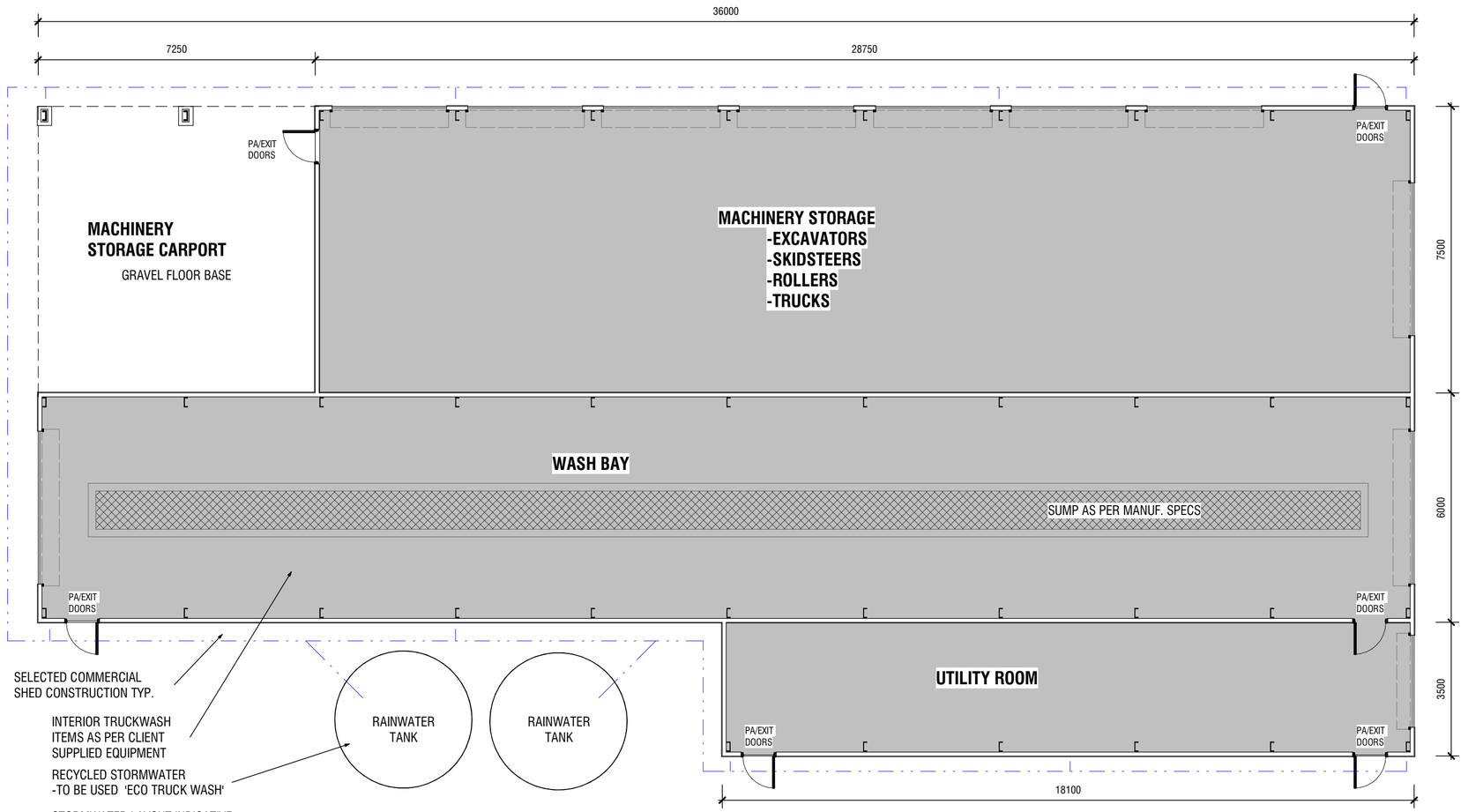
PROPOSED WORKS at GE.HUGHES FACILITY
28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438
HARDSTAND DETAILS

PLANNING DRAWINGS

Date:	Drawn:	Rev:	
19-04-2021	PL	*19-04-21 Amended Truckwash Shed size/shape 30-04-21 Boundary Block wall &details*	PA02B
Scale: 1 : 500	Dwg No: 4 of 8		

DESIGNING PLACES
19 POST OFFICE ROAD LOBETHAL
ABN 50 643 428 118
Ph 0424 364436

ORIGINAL SHEET SIZE A2

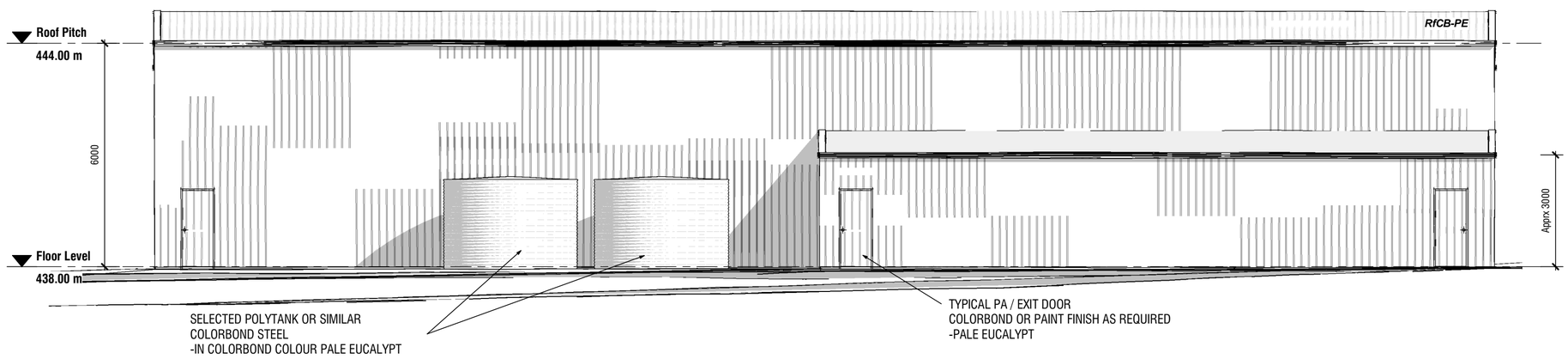


FLOOR PLAN

1 : 100

METRE SQ. AREA
SHED FOOTPRINT Approx 500m2

AMENDED 3 May 2021



East Elevation

1 : 100

Adelaide Hills Council

DEVELOPMENT PLAN CONSENT
CONDITIONS & NOTES APPLY
DA: 473/532/19
DATE: 09/06/21

Finishes Schedule

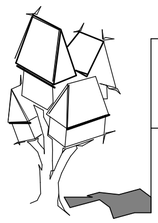
Code	Description
CB-PE	Selected Trim-dek profile Colorbond wall(Vertical). PALE EUCALYPT
RD-PE	Roller Door
RfCB-PE	Selected Trim-dek Colorbond roof. PALE EUCALYPT

G E HUGHES Construction Co

Building on Tradition

0 1 2 4 8

PROPOSED WORKS at GE.HUGHES FACILITY
28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438
TRUCKWASH FLOOR PLAN &ELEVATIONS



PLANNING DRAWINGS

Date:	Drawn:	Rev:	
19-04-2021	PL	*19-04-21 Amended Truckwash Shed size/shape 30-04-21 Boundary Block wall &details*	PA03
Scale: 1 : 100	Dwg No: 5 of 8		

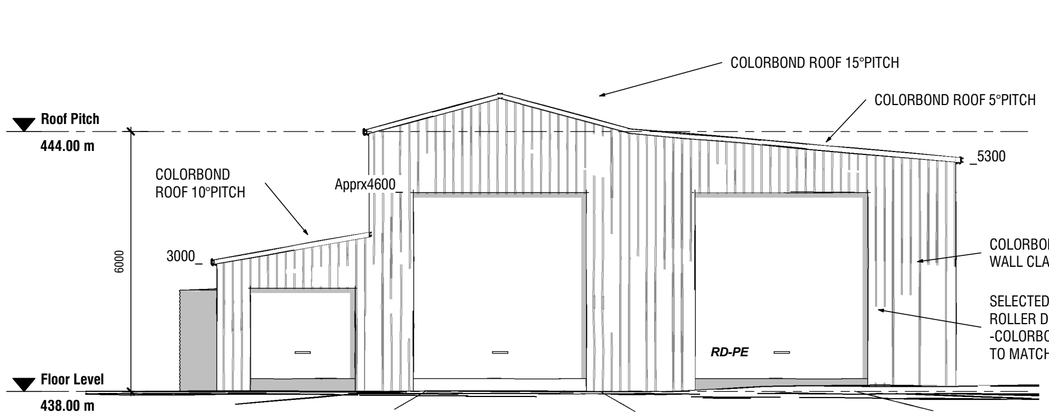
DESIGNING PLACES
19 POST OFFICE ROAD LOBETHAL
ABN 50 643 428 118
Ph 0424 364436

ORIGINAL SHEET SIZE A2

AMENDED 3 May 2021

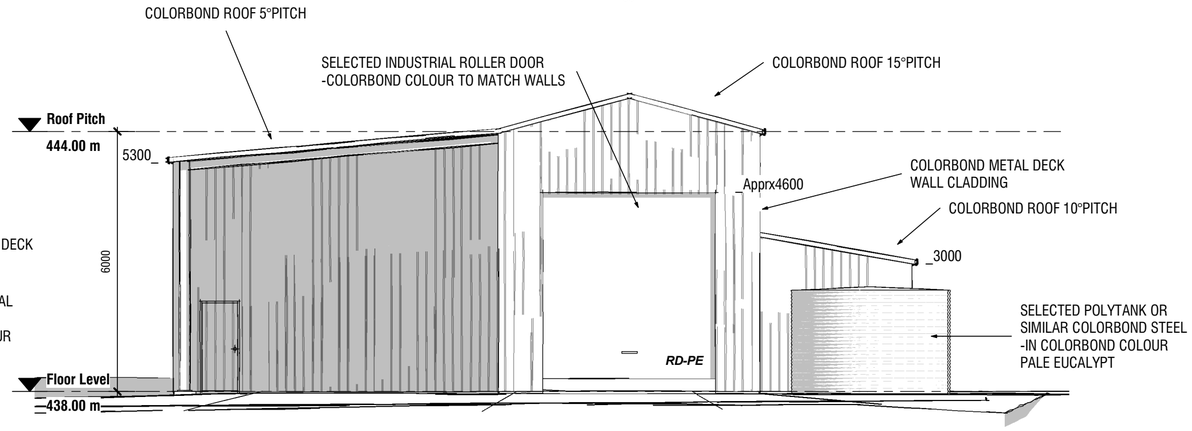
West Elevation

1 : 100



North Elevation

1 : 100



South Elevation

1 : 100

Finishes Schedule

Code	Description
CB-PE	Selected Trim-dek profile Colorbond wall(Vertical). PALE EUCALYPT
RD-PE	Roller Door
RfCB-PE	Selected Trim-dek Colorbond roof. PALE EUCALYPT

Adelaide Hills Council

DEVELOPMENT PLAN CONSENT
CONDITIONS & NOTES APPLY
DA: 473/532/19
DATE: 09/06/21

G E HUGHES Construction Co

Building on Tradition

0 1 2 4 8

PROPOSED WORKS at GE.HUGHES FACILITY
28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438
TRUCKWASH ELEVATIONS

PLANNING DRAWINGS

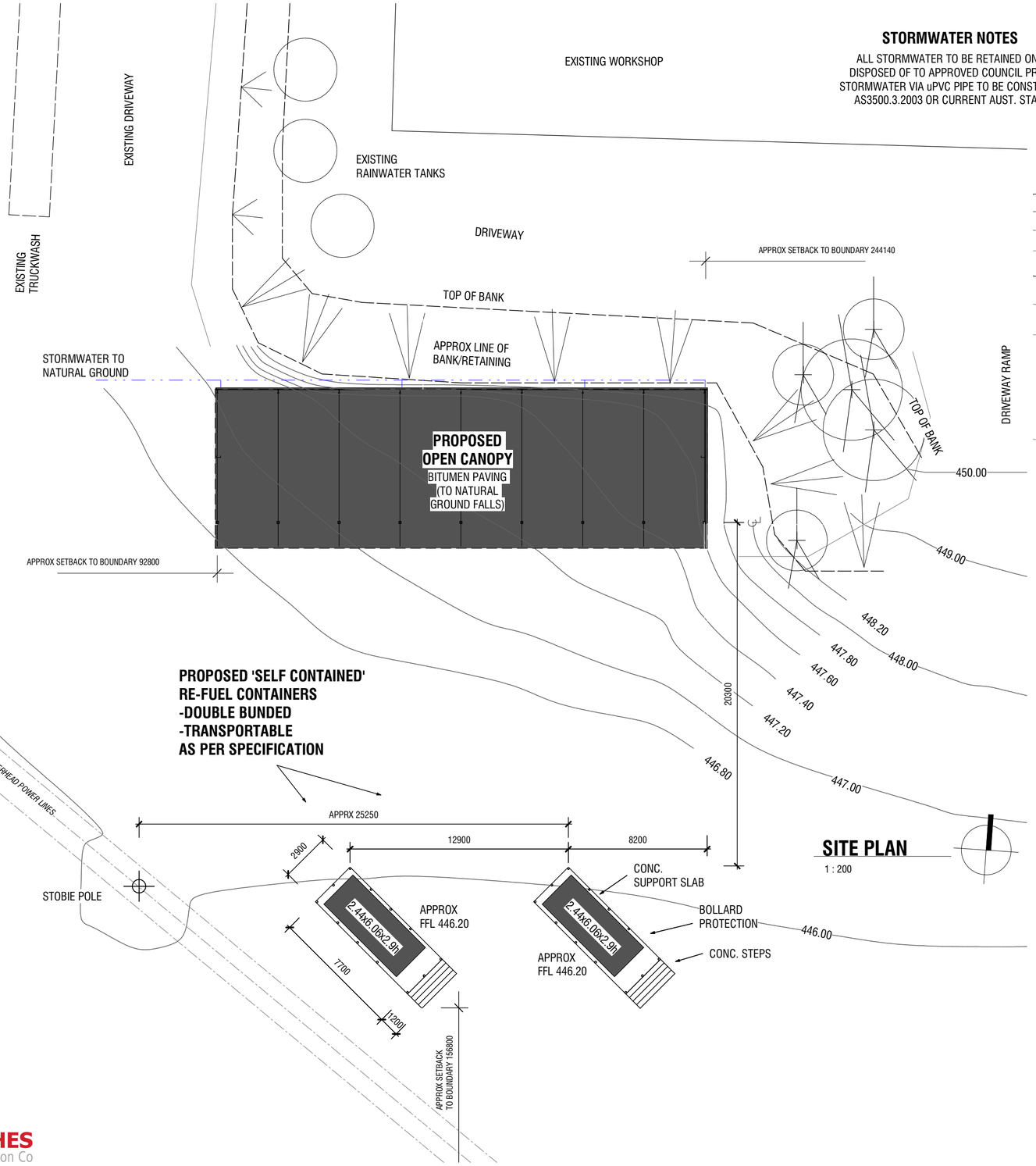
Date:	Drawn:	Rev:	
19-04-2021	PL	*19-04-21 Amended Truckwash Shed size/shape 30-04-21 Boundary Block wall &details*	PA04
Scale: 1 : 100	Dwg No: 6 of 8		

DESIGNING PLACES
19 POST OFFICE ROAD LOBETHAL
ABN 50 643 428 118
Ph 0424 364436

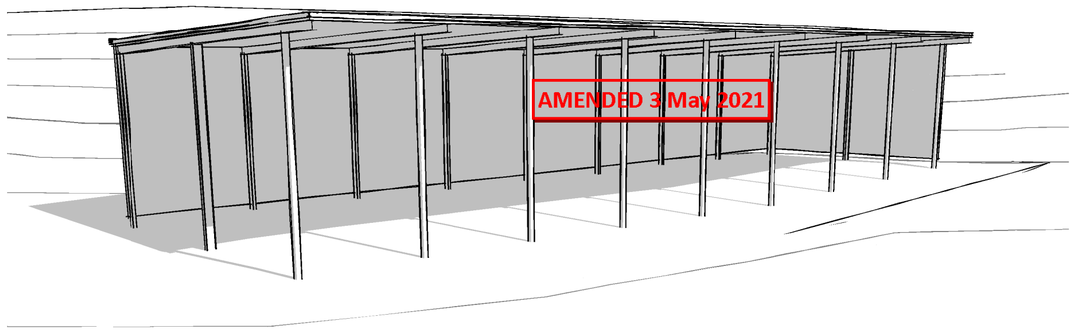
ORIGINAL SHEET SIZE A2

STORMWATER NOTES

ALL STORMWATER TO BE RETAINED ONSITE OR DISPOSED OF TO APPROVED COUNCIL PROVISIONS
STORMWATER VIA uPVC PIPE TO BE CONSTRUCTED TO AS3500.3.2003 OR CURRENT AUST. STANDARDS



SITE PLAN
1 : 200



AMENDED 3 May 2021

Adelaide Hills COUNCIL

DEVELOPMENT PLAN CONSENT CONDITIONS & NOTES APPLY
DA: 473/532/19
DATE: 09/06/21

G E HUGHES Construction Co

Building on Tradition

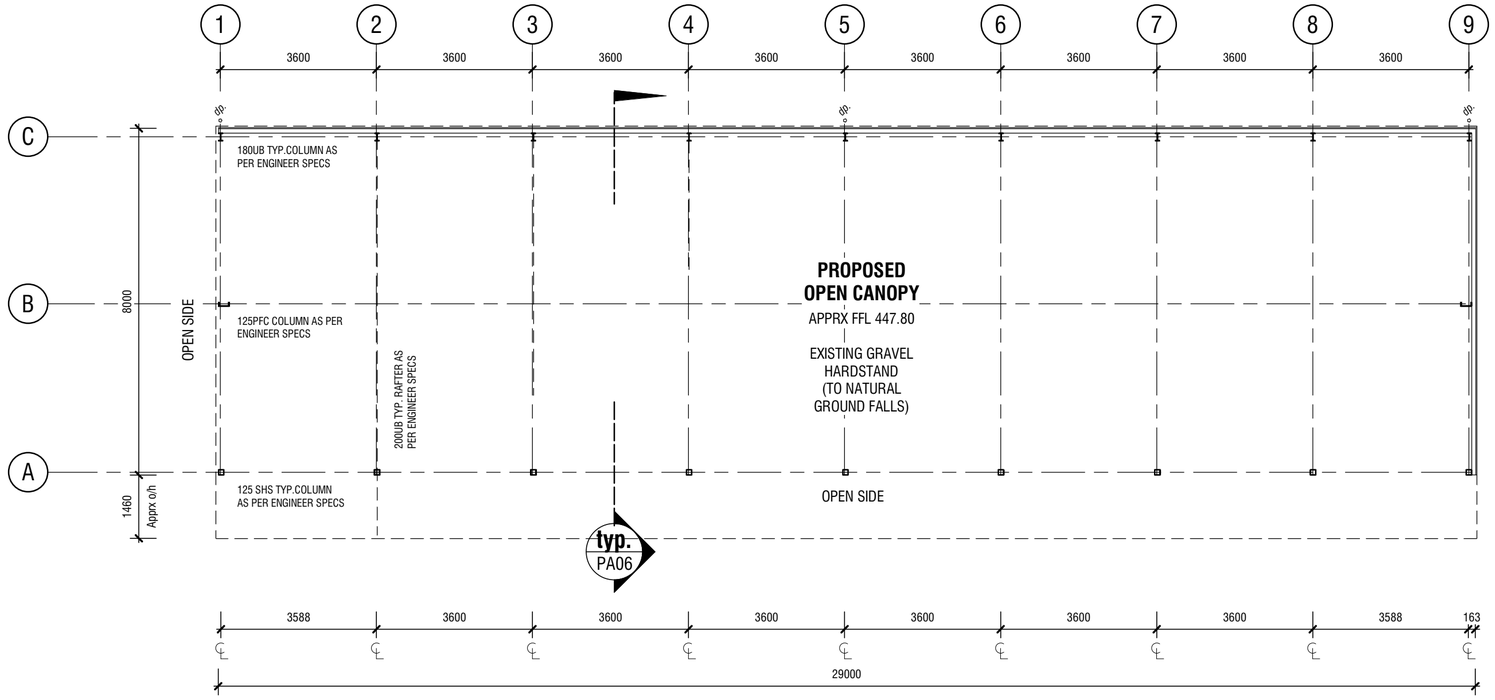
PROPOSED WORKS at GE.HUGHES FACILITY
28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438
SITE PLAN CANOPY &FUEL

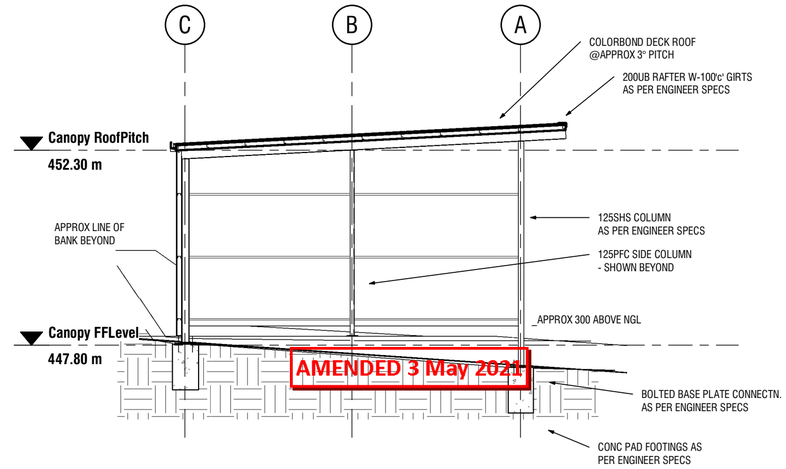
PLANNING DRAWINGS

Date:	Drawn:	Rev:	
19-04-2021	PL		PA05
Scale:	Dwg No:		
1 : 200	7 of 8		

DESIGNING PLACES
19 POST OFFICE ROAD LOBETHAL
ABN 50 643 428 118
Ph 0424 364436

ORIGINAL SHEET SIZE A2

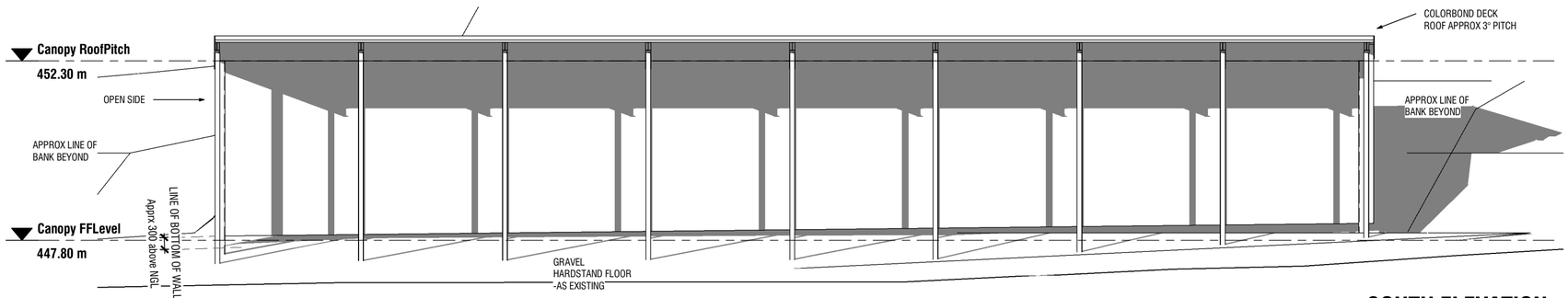




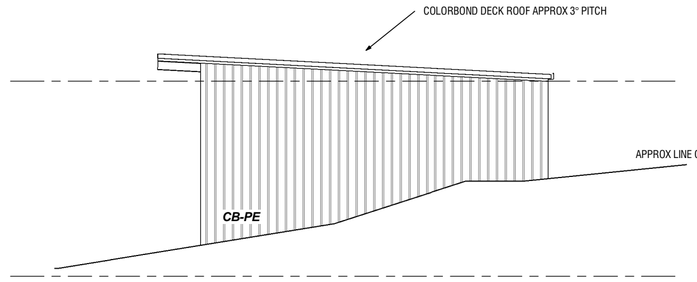
Typ. Section
1 : 100

Canopy FFLevel
1 : 100

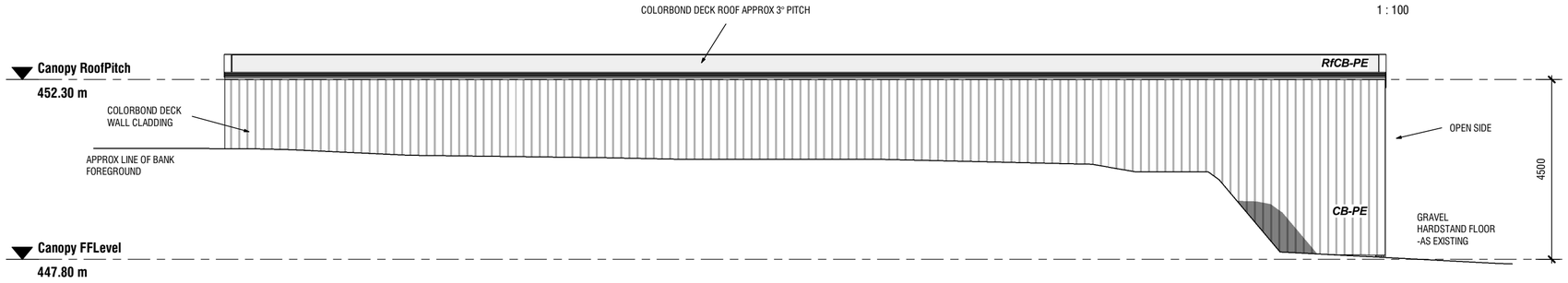
METRE SQ. AREA
CANOPY FOOTPRINT Approx 232m2



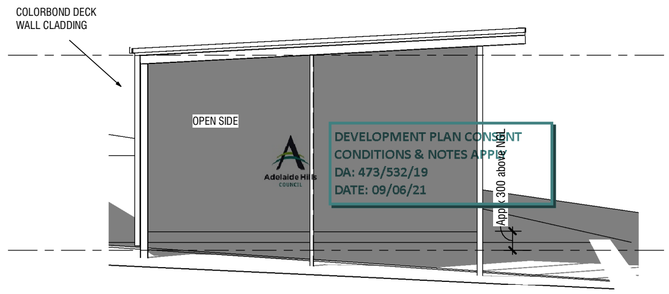
SOUTH ELEVATION
1 : 100



EAST ELEVATION
1 : 100



NORTH ELEVATION
1 : 100



WEST ELEVATION
1 : 100

GE HUGHES Construction Co

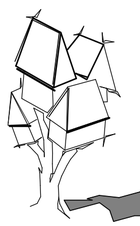
Building on Tradition

Finishes Schedule

Code	Description
CB-PE	Selected Trim-dek profile Colorbond wall(Vertical). PALE EUCALYPT
RD-PE	Roller Door
RfCB-PE	Selected Trim-dek Colorbond roof. PALE EUCALYPT

0 1 2 4 8

PROPOSED WORKS at GE.HUGHES FACILITY
28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438
CANOPY FLOOR PLAN &ELEVATIONS



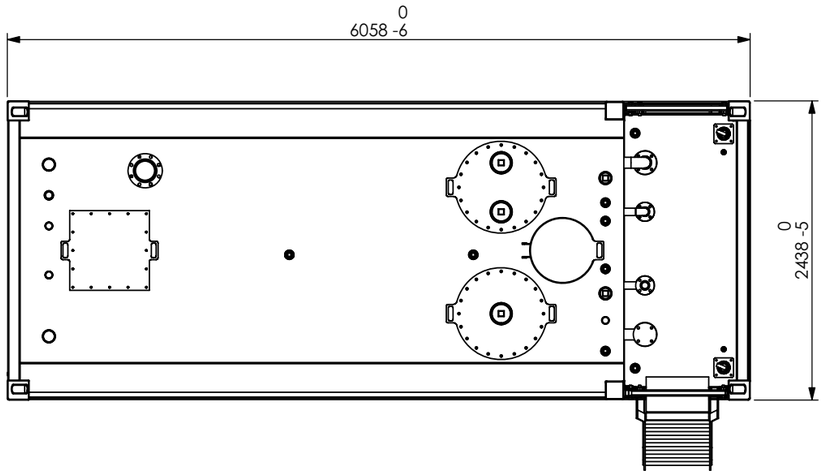
PLANNING DRAWINGS

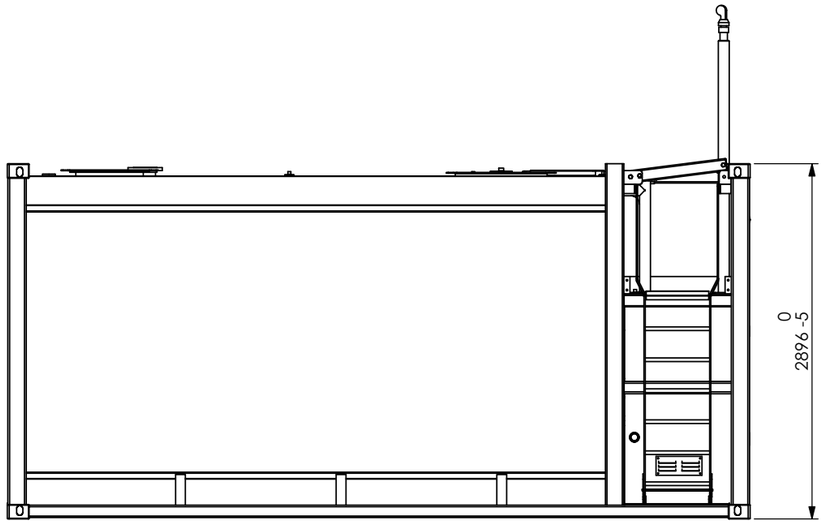
Date:	Drawn:	Rev:	
19-04-2021	PL		PA06
Scale: 1 : 100	Dwg No: 8 of 8		

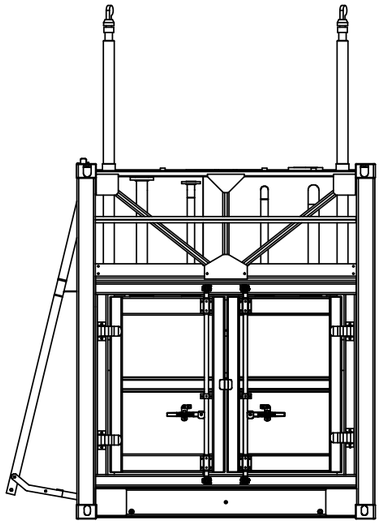
DESIGNING PLACES
19 POST OFFICE ROAD LOBETHAL
ABN 50 643 428 118
Ph 0424 364436

ORIGINAL SHEET SIZE A2

DO NOT SCALE FROM DRAWING. IF IN DOUBT: ASK | UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN MILLIMETRES | BEWARE OF 100mm MEASURING ERROR

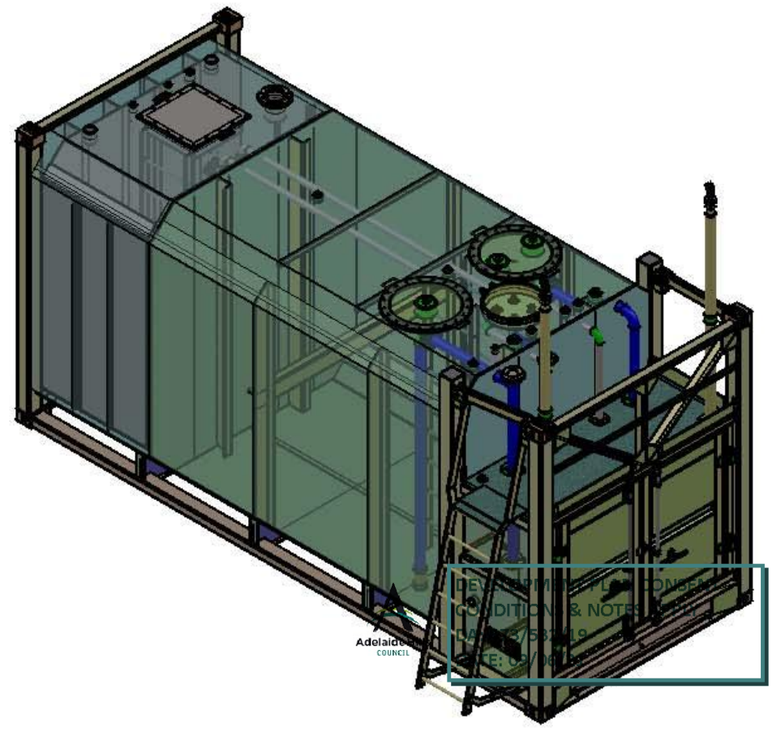






ADELAIDE HILLS COUNCIL
RECEIVED 27 November 2019

TANK DATA	
TANK CONTENTS:	DIESEL/AdBlue
DESIGNED TO:	AS1940
BUILT TO:	AS1692,CAT.3
CORROSION ALLOW:	0mm
GROSS VOLUME:	21,705L / 7,016L
HYD.TEST PRESSURE:	Gross level+150mm
SAFE FILL LEVEL:	20,620L / 6,666L
N.D.T	
TOTAL MASS:	8,125KG



THIRD ANGLE PROJECTION

A-FLO Equipment Pty Ltd
45 Horne Street
Hoppers Crossing VIC 3029
P: 1300 235 62
3E: sales@aflo.com.au

	NAME	DATE
DRAWN		2016/6/20
CHK'D		
APPV'D		

A-FLO EQUIPMENT

TOLERANCE U.N.O.
0 = -1.0
0.0 = -0.4
0.00 = -0.1

MATERIAL:

WEIGHT: 8125.03 Kg

DWG NO. / PART NO.

JOB NO.

CLIENT:

TITLE:

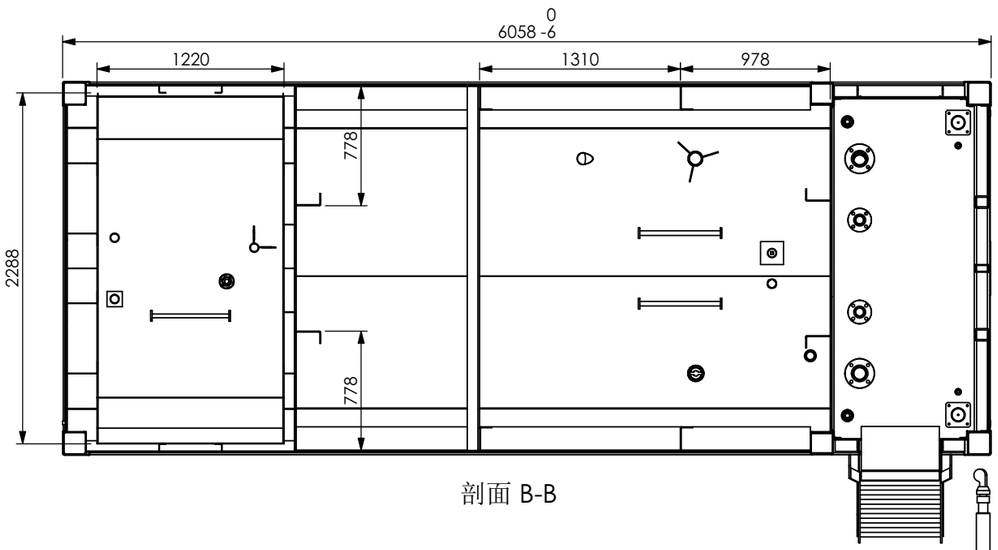
SHEET SIZE **A3**

REVISION 01

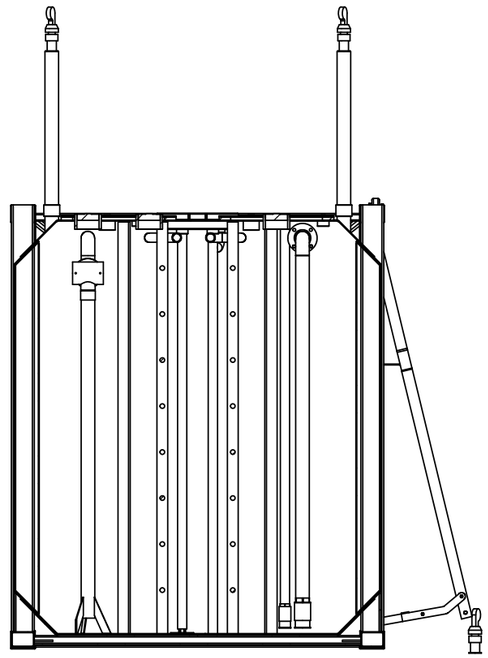
SCALE: N.T.S.

SHEET 1 OF 2

DO NOT SCALE FROM DRAWING. IF IN DOUBT: ASK | UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN MILLIMETRES | BEWARE OF 100mm MEASURING ERROR



剖面 B-B



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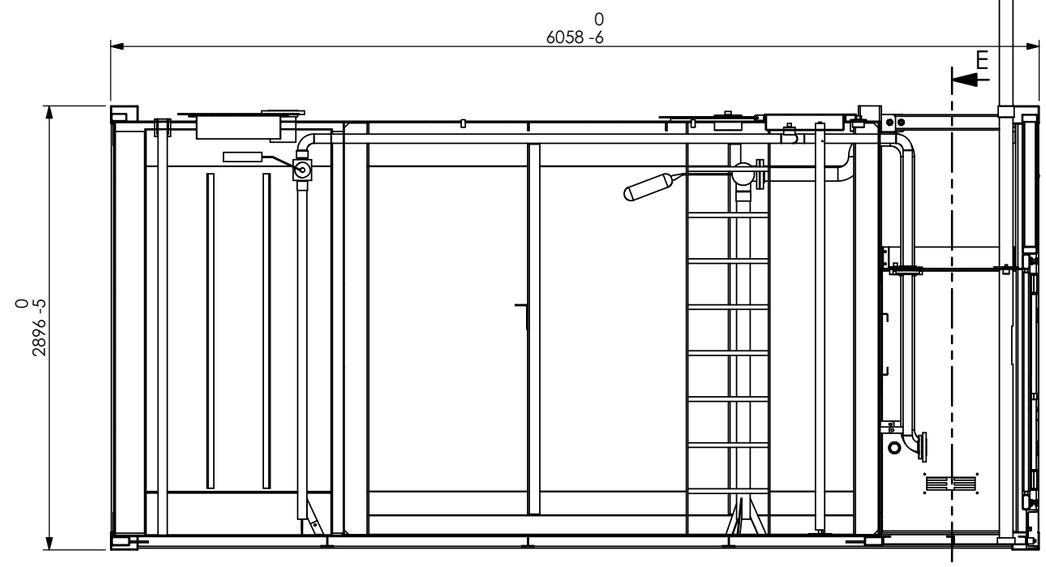

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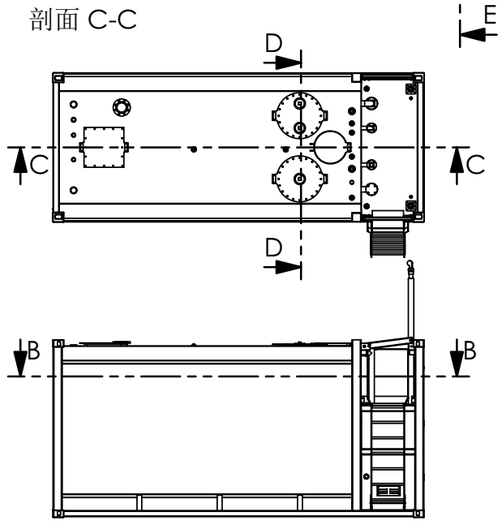

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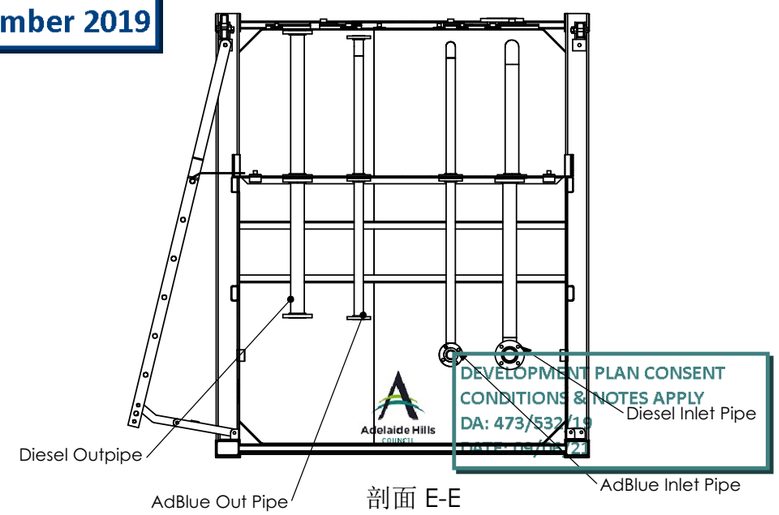


剖面 E-E

A-FLO Equipment Pty Ltd
45 Horne Street
Hoppers Crossing VIC 3029
P: 1300 235 623
E: sales@aflo.com.au

THIRD ANGLE PROJECTION

	NAME	DATE
DRAWN		
CHK'D		
APPV'D		

A-FLO EQUIPMENT

TOLERANCE U.N.O.
0 = -1.0
0.0 = -0.4
0.00 = -0.1

MATERIAL:

WEIGHT: 8125.03 Kg

DWG NO. / PART NO.

JOB NO.

CLIENT:

TITLE:

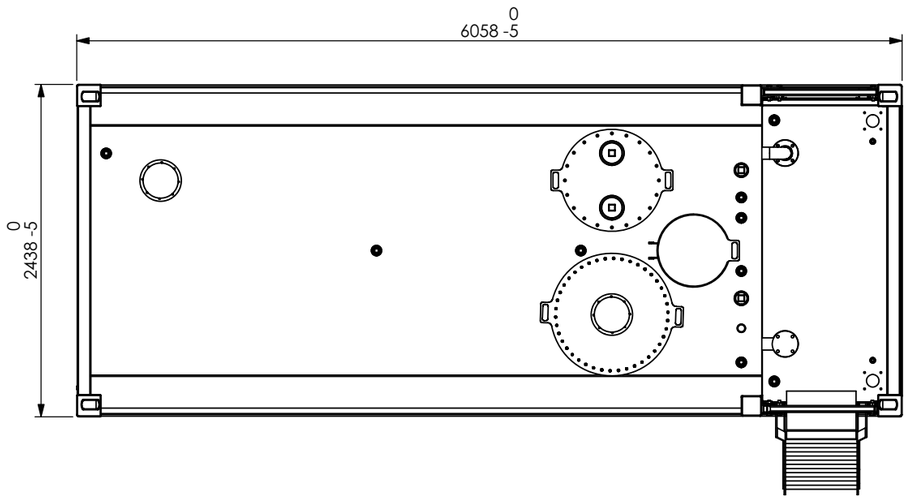
SHEET SIZE **A3**

REVISION 01

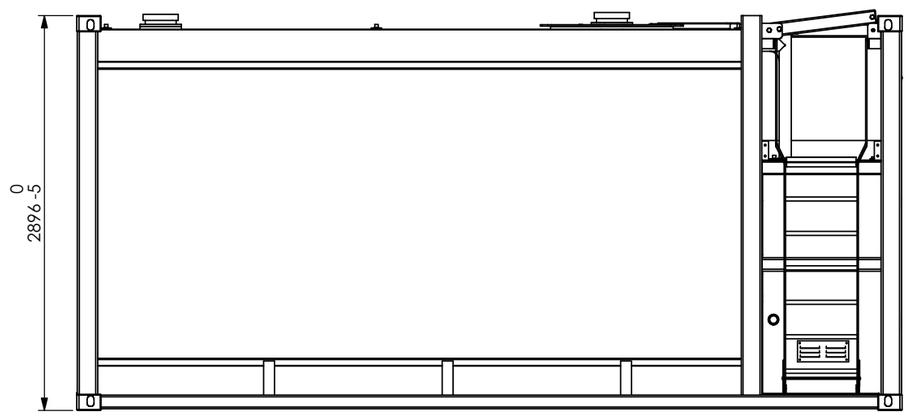
SCALE: N.T.S.

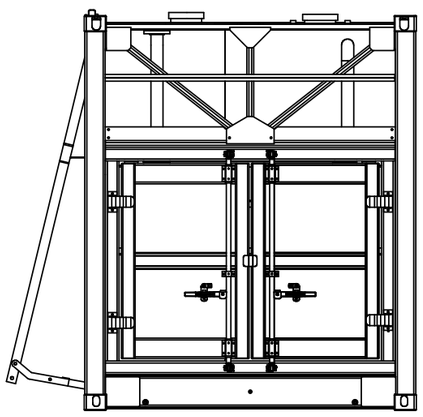
SHEET 2 OF 2

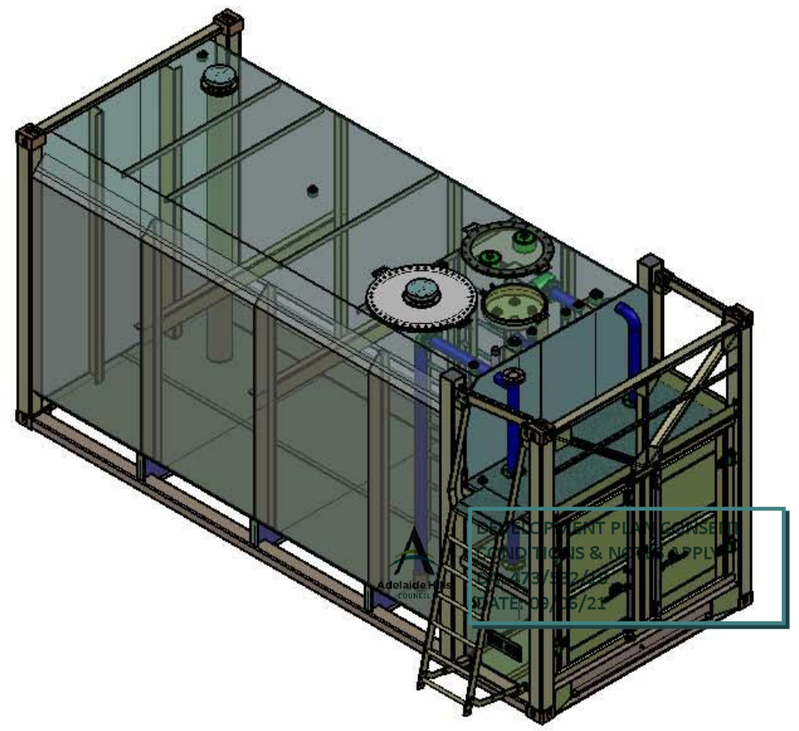
DO NOT SCALE FROM DRAWING. IF IN DOUBT: ASK | UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN MILLIMETRES | BEWARE OF 100mm MEASURING ERROR



TANK DATA	
TANK CONTENTS:	DIESEL
DESIGNED TO:	UL142,ULC S601
BUILT TO:	UL142, ULC S601
PLATE THICKNESS:	6mm
GROSS VOLUME:	30,901L
HYD. TEST PRESSURE:	Gross level+150mm
SAFE FILL LEVEL:	29,350 L
N.D.T.	Refer A-Flo'fabrication & assembly plan
TOTAL MASS:	7,837KG







THIRD ANGLE PROJECTION

	NAME	DATE
DRAWN		2016/8/29
CHK'D		
APPV'D		

A-FLO EQUIPMENT

TOLERANCE U.N.O.
0 = -1.0
0.0 = -0.4
0.00 = -0.1

MATERIAL:

WEIGHT: 7837.02 Kg

DWG NO. / PART NO.: **20'HC**

JOB NO.: **FT-20**

CLIENT:

TITLE:

SHEET SIZE: **A3**

REVISION: 01

SCALE: N.T.S.

SHEET 1 OF 1

AMENDED 3 May 2021

30 April 2021

Mr Duane Hughes
GE Hughes Construction Co
PO Box 200
Lobethal SA 5241

Our ref: GE Hughes Lobethal
Vehicle Hardstand
Development SMP
Revision: 3

GE Hughes, Lobethal Vehicle Hardstand Development - Stormwater Management Plan

1 Introduction

GE Hughes Construction Co commissioned DBN Consulting Engineers to prepare a Stormwater Management Plan (SMP) for an existing and proposed vehicle hardstand at the Lobethal site. The proposed development consists of an existing gravel lined hardstand area and extension to the south of the existing hardstand area. The existing site and vehicle hardstand area is shown in Image 1. Image 1 also shows the approximate location of a possible future County Fire Service (CFS) development.

Image 1 – Site Location

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2 Existing Stormwater System and Council Requirements

2.1 Existing Stormwater System

There is an existing watercourse that runs along the eastern side of the proposed vehicle hardstand extension. The existing watercourse exits the site in the south east corner and flows through the property to the south, towards Kenton Valley Road.

There is an existing watercourse that runs along the eastern side of Kenton Valley Road. The watercourse discharges to a DN750 mm pipe that runs under the access track to the site. The DN750 mm pipe has a DN450 mm pipe connection in the southwest corner of the site. The DN450 mm pipe connection has an upstream invert level of 433.66 m AHD.

2.2 Council Stormwater Management Requirements

Council advised in a letter dated 16 July 2019 that the stormwater management requirements for the proposed development would include:

1. A hydrological report to determine the impact of the works proposed in a mapped flood plain on the subject land and neighbouring properties.
2. A civil engineering plan for the works detailing retaining, compaction, stormwater quality and quantity management to manage a 1% Annual Exceedance Probability (AEP) storm event and ensure pre and post development flows are best managed.

Further clarification from Council was sort and Council advised that:

- The post development 1% AEP peak post development flow rate from the proposed extent of development is not to exceed the pre-development 1% AEP peak flow rate from the proposed extent of development.
- Stormwater quality improvement measures are to be provided to ensure that there is an 80% reduction in Total Suspended Solids (TSS), 60% reduction in Total Phosphorus (TP) and 45% reduction in Total Nitrogen (TN).

3 Floodplain Mapping

3.1 Catchments

There is an existing rural catchment to the east of the existing and proposed vehicle hardstand extension. Figure 1, Appendix A shows catchment cEast to the east of the existing and proposed vehicle hardstand extension. Catchment cEast has an area of 24.4 ha. Figure 1, Appendix A also shows catchments cSouth East, which has an area of 3.8 ha and cNorth, which has an area of 72.8 ha. Catchment cSouth East discharges to the existing watercourse in the southeast corner of the proposed vehicle hardstand extension.

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3.2 Hydrology

Two methods have been used to calculate the 1%r AEP flow rate from each catchment. The two methods are:

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1. Regional Relationships. WALPITA-GAMAGE, S.H.P, HEWA, G.A., SUBHASHINI, W.H.C., DANIELL, T.M., and KEMP D. (2009) "Regional Flood Studies in South Australia 2 – At Site Flood Frequency Analysis" I.E.Aust Hydrology and Water Resources Symposium, Newcastle, December 2009.
2. DRAINS modelling.

Regional Relationships

Recent regional relationships developed as part of the Australian Rainfall and Runoff update have been used to calculate the 1% AEP flow rate from the three sub catchments.

In summary, the regional relationship used to calculate the 1% AEP flow rate is:

$Q_{1\%} = 3.6914 \times (\text{Catchment Area } (km^2))^{0.708}$

Using the catchment areas in Section 3.1, the 1% AEP flow rate for each of the sub catchments are:

- cEast = 1.34 m^3/s.
- cSouth East = 0.36 m^3/s.
- cNorth = 3.02 m^3/s.

DRAINS Modelling

A DRAINS model (hydrologic and hydraulic modelling software) was established to calculate the 1% AEP existing peak discharges from the catchments cEast, cSouth East and cNorth. The following data was input and assumptions made to establish the 1% AEP peak flow rate from these catchments:

- Paved and pervious area depression storages equal 1 mm and 5 mm respectively.
- Soil type equals 3.
- Antecedent moisture condition equals 2.5.

The DRAINS model was simulated for a range of storm durations for the 1%r AEP storm event, using Australian Rainfall and Runoff, 2016 Temporal Patters and Bureau of Meteorology, Intensity Frequency Duration data. The DRAINS model configuration and 1% AEP existing conditions DRAINS modelling results are shown in Appendix B.

The DRAINS modelling results show that the 1% AEP existing conditions flow rates from the three sub catchments are:

- cEast = 1.30 m^3/s.
- cSouth East = 0.42 m^3/s.
- cNorth = 3.13 m^3/s.

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The DRAINS modelling results compared favourably with Regional Relationship flow rates and were considered to provide a reasonable representation of the likely 1% AEP flow rates from the contributing sub catchments.

3.3 Hydraulics

A HEC-RAS model was established to determine the extent of flooding during a 1% AEP storm event in the eastern watercourse for both existing and post development conditions.

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The eastern watercourse and HEC-RAS cross section locations are shown in Figure 2, Appendix A. There is an existing DN450 mm pipe under the access track over the eastern watercourse. The cross sections were entered into the HEC-RAS model and simulated for a peak 1% AEP flow rate of 1.30 m^3/s. The existing conditions 1% AEP extent of flooding is shown in Figure 2, Appendix A and the HEC-RAS modelling results are shown in Appendix C. Figure 2 shows that the 1% AEP flow spills over the western watercourse top of bank and flows in a south west direction towards Kenton Valley Road and the dwelling to the south west. The 1% AEP peak flood level at the existing DN450 mm culvert and access track is also very close to spilling over the western watercourse top of bank and flowing in a south west direction towards Kenton Valley Road and the dwelling to the south west.

The existing and proposed vehicle hardstand extensions match existing surface levels upstream of the existing DN450 mm culvert crossing under the access track. The proposed vehicle hardstand extension is in fill from the existing access track to the southern extent. The proposed depth of fill in the south east corner of the proposed vehicle hardstand is approximately 1.0 m. The existing conditions HEC-RAS model was amended to include the proposed fill for the vehicle hardstand and simulated for a 1% AEP flow rate of 1.30 m^3/s. Figure 2 shows the extent of flooding with the proposed vehicle hardstand fill in place and the HEC-RAS modelling results are shown in Appendix C. The 1% AEP flood extent is contained within the watercourse by the fill. The proposed vehicle hardstand fill has a positive impact on flooding and reduces the risk of floodwater overtopping the western top of bank and flowing in a south west direction towards Kenton Valley Road and the existing dwelling to the south west. There is a risk upstream of the DN450 mm culvert crossing that floodwater could overtop the western top of bank and flow across the proposed vehicle hardstand area.

3.4 Recommended Mitigation Measures

It is recommended that a 300 mm high earth bund is constructed along the western side of the watercourse from HEC-RAS chainage 105.3 m to the northern side of the access track, to tie in with the proposed fill. This will reduce the risk of floodwaters overtopping the existing and proposed vehicle hardstand.

4 Proposed Development Stormwater Management Strategy

The stormwater management strategy for the proposed development is shown in Figure 3. Appendix A and includes:

- A 200 mm high cement stabilised rubble bund along the western side of the existing and proposed vehicle hardstand, from the existing bund to the proposed concrete block wall return. An opening will be provided at the existing access track. Two grated field inlet pits (GFIP2 and GFIP4) will be constructed along the eastern side of the cement stabilised rubble bund to capture stormwater runoff from catchment cWestHard, and DN375 mm to DN450 mm pipes will convey stormwater runoff to GFIP1.
- A 900 x 900 grated field inlet pit (GFIP1) in the south west corner of the proposed vehicle hardstand will capture stormwater runoff from catchment cGFIP1. A DN750 mm pipe will convey stormwater runoff to the basin. The proposed block wall on the southern boundary will direct stormwater runoff along the southern boundary to GFIP1. An additional grated field inlet pit (GFIP3) will be constructed in the south east corner of the hardstand area to capture any stormwater runoff and reduce the risk of stormwater overflows from the flatter area in the south east corner.

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- A basin along the southern boundary of the site will be constructed to detain stormwater runoff and provide stormwater quality treatment. The basin will comprise:
    - A sediment forebay with an area of 160 m^2 to remove coarse sediment. A 300 mm high rock check dam will be constructed across the western end of the sediment forebay to temporarily pond stormwater in the sediment forebay and control flow into the bioretention (biofiltration) area of the basin.
    - A biofiltration area of 70 m^2 to provide treatment of stormwater runoff from the proposed vehicle hardstand. The biofiltration system will have:
        - An extended detention depth of 150 mm.
        - A filter depth of 350 mm.
        - No liner.
        - Two DN100 mm subsoil drainage lines.
    - The basin will utilise a DN375 mm outlet pipe that will discharge to the existing DN450 mm culvert in the south west corner of the site.

5 Vehicle Hardstand and Future CFS Stormwater Strategy Assessment

5.1 Post Development Catchment Plan

The existing and proposed vehicle hardstand catchments are shown in Figure 3, Appendix A. There is a potential future Country Fire Service (CFS) development on the western side of the proposed vehicle hardstand. The possible future CFS development has been included in the assessment of the proposed mitigation strategy, because it will be more expensive to alter the basin at a later date to include stormwater runoff from the future CFS development. A summary of the post development catchment areas and percentage impervious is shown in Table 1.

Table 1 – Summary of the Post Development Catchment Areas and % Impervious

Catchment/Pit ID	Total Area (m^2)	Impervious Area (m^2)	% Impervious
cWestHard	5,662	5,662	100%
cGFIP1	10,614	10,614	100%
cCFS	1,841	1,841	100%

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5.2 DRAINS Modelling

A DRAINS model (hydrologic and hydraulic modelling software) was established to calculate the 1% AEP pre and post development peak discharges from the site. The following data was input and assumptions made to establish the pre and post development conditions DRAINS models:

- Pre-development catchments are assumed to be 100% pervious.
- The post development percentage impervious is shown in Table 1.
- Impervious and pervious area depression storages equal 1 mm and 5 mm respectively.
- Soil type equals 3.

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- Antecedent moisture condition equals 2.5.
- The sediment forebay and biofiltration areas within the basin will have a surface level of 434.20 m AHD.
- Grated Field Inlet Pit 5 (GFIP5) will have a surface level of 434.35 m AHD, providing 150 mm of extended detention.
- The invert level of the proposed DN375 mm outlet pipe from the basin is 433.71 m AHD and the invert level at the point of discharge (existing DN450 headwall) is 433.66 m AHD.
- The basin weir level will be 434.90 m AHD. Any overflows will be directed to the adjacent watercourse and existing DN450 mm headwall.

5.2.1 DRAINS Modelling Results

The pre and post development DRAINS models were simulated for a range of storm durations for the 1% AEP storm event, using Australian Rainfall and Runoff, 2016 Temporal Patters and Bureau of Meteorology, Intensity Frequency Duration data. The pre and post development 1% AEP flow rates from the site are shown in Table 2.

Table 2 –1% AEP DRAINS Modelling Results Summary

Catchment	Pre-Development Flow (L/s)	Post Development Flow (L/s)
cWestHard + cGFIP1	290	710
cCFS	26	56
Discharge Point	306	303

The DRAINS model configuration and 1% AEP pre and post development DRAINS modelling results are shown in Appendix B.

The DRAINS modelling results show that there is 90 L/s overflow from the basin in a 1% AEP storm event and that the 1% AEP post development discharge from the basin is less than the 1% AEP pre-development flow rate. The 1% AEP ponding level at GFIP1 is 435.98 m AHD and the surface level of the pit is 435.80 m AHD. The proposed block work wall will have a minimum top of wall level of 436.10 m AHD to provide some freeboard. Any overflows from GFIP1 are to be directed to the basin.

The 1% AEP overflow from the drainage system along Kenton Valley Road is 2.15 m^3/s. Any future CFS development will need to consider this overland flow along the eastern side of Kenton Valley Road and stormwater runoff from the existing GE Hughes development.

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5.3 Stormwater Quality Improvement

The basin will be provided with a 160 m^2 sediment forebay at the eastern end of the basin. A 300 mm high rock check dam will help to temporarily pond stormwater in the sediment forebay and promote settling of coarse sediment. Overflows from the sediment forebay will be directed to the biofiltration area of the basin. A biofiltration area of 70 m^2 will be provided in the western invert of the basin. The biofiltration area will treat stormwater runoff, including the removal of any oil, prior to discharge to the receiving watercourse.

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A MUSIC model (water quality model) was established to simulate the performance of the proposed basin. The MUSIC model was simulated using 10 years of 6 minute Mount Crawford rainfall from 1 January 2000 to 31 December 2009.

The MUSIC model configuration and pollutant percentage reductions are shown in Image 2. The proposed stormwater quality improvement measures are adequate to meet Council's pollutant reduction targets of 90% Gross Pollutants, 80% Total Suspended Solids, 60% Total Phosphorus and 45% Total Nitrogen.

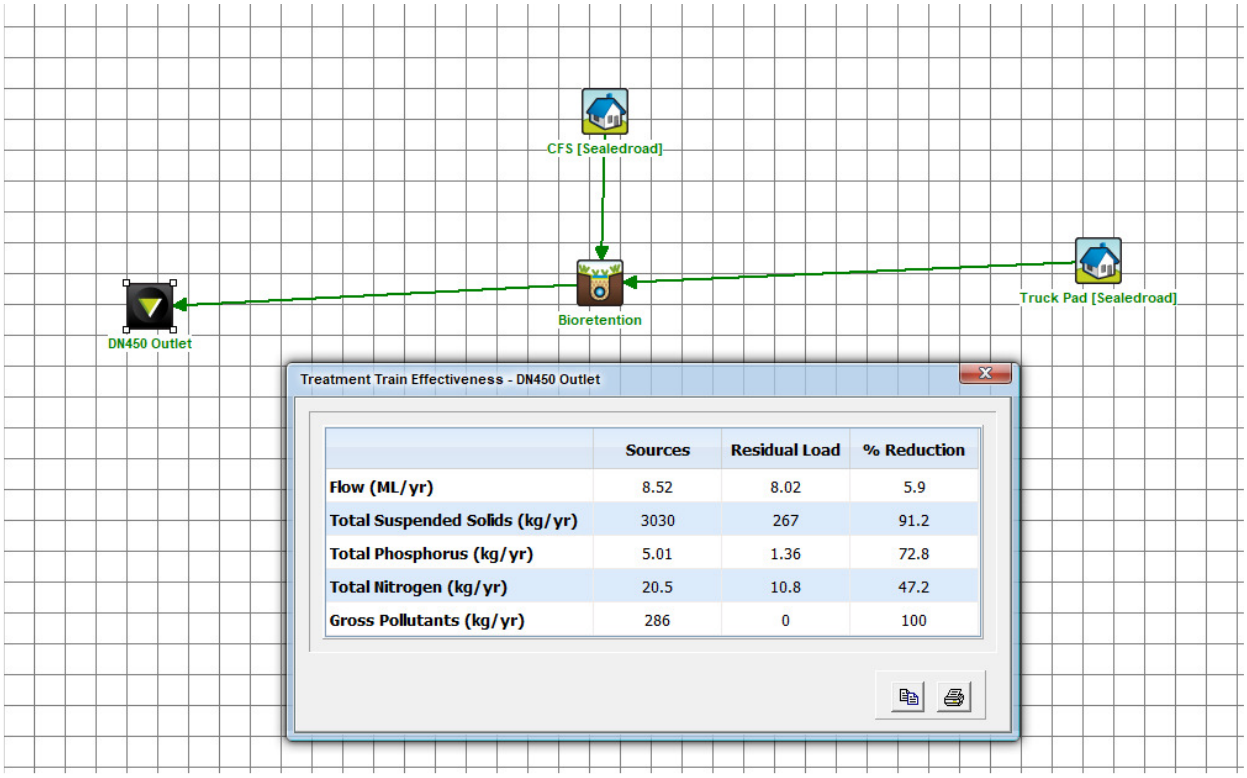

Image 2 – MUSIC Model layout and treatment train effectiveness

5.4 Vegetation Selection

It is recommended that the biofiltration area of the basin is planted with a high density of drought tolerant plant species. The biofiltration area should be planted extensively; at a density of 4 plants/m^2, depending on the growth form. Image 3 shows a selection of high nitrogen removal plant species. Shrubs and trees should be planted at a density of < 1 plant/m^2. Mulch is not recommended as it has a tendency to float and block outlets. The sediment forebay area does not need to be planted because sediment will need to be periodically removed with an excavator.

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Objective	Effective
Nitrogen removal	· *Baumea juncea* · *Baumea rubiginosa* · *Carex appressa* · *Carex tereticaulis* · *Ficinia nodosa* · *Goodenia ovata* · *Juncus amabilis* · *Juncus flavidus* · *Juncus pallidus* · *Juncus subsecundus* · *Melaleuca ericifolia* · *Melaleuca incana* · *Melaleuca lateritia*

Image 3 – High Nitrogen Removal Plant Species (CRC for Water Sensitive Cities)

6 Maintenance

The following inspection and maintenance measures are recommended to maintain the integrity of the stormwater system:

- Inspect inlet pits on a monthly basis for the first 12 months to establish a cleaning regime.
- Inspections to check for an excess of sediment, erosion or boggy conditions in the basin. Excess sediment should be removed to as close to original design levels as possible and erosion should be repaired by filling with sandy loam material and rock ballast if erosion continues to be a high risk.
- Regular pruning and weeding to remove any foreign species and any diseased plantings, to promote new growth.
- Monitor vegetation closely during the first year to ensure plants are becoming established and have sufficient water. Some irrigation may be required to establish new plants. Dead plants should be replaced with new plants.
- Check that the basin outlet pipe is not blocked by vegetation matter or other debris.
- Inspection and removal of gross pollutants.

Routine maintenance inspections should be undertaken every month and/or after rainfall events totalling 15 mm or more.

7 Conclusion

A stormwater management strategy has been developed for the existing and proposed vehicle hardstand areas. The future CFS development has also been included in the sizing of mitigation measures.

Flood mapping was undertaken for the watercourse on the eastern side of the existing and proposed vehicle hardstand. HEC-RAS modelling showed that a 300 mm high earth bund will be required along

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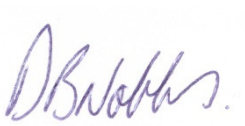
the eastern side of the existing vehicle hardstand to reduce the risk of 1% AEP flows in the watercourse, flowing across the hardstand area. The proposed hardstand area will include fill in the southern corner of the site, which will contain the 1% AEP peak flow rate in the watercourse to the discharge point at the southern boundary.

DRAINS modelling showed that the proposed basin will reduce the 1% AEP post development flow rate to less than the existing conditions 1% AEP flow rate. The proposed sediment forebay and biofiltration area are sufficient to meet Council's pollutant reduction targets of 80% TSS, 60% TP and 45% TN removal.

Any future CFS development on the western side of the proposed vehicle hardstand area will need to consider 1% AEP overland flows along the eastern side of Kenton Valley Road and from the existing GE Hughes development.

If you have any queries regarding this report please contact the undersigned on 0422 150 775.

Yours faithfully
DBN Consulting Engineers Pty Ltd



Dean Nobbs
Director
0422 150 775

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Appendix A - Figures

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cNorth 728631m2

cEast 244248m2

cSouth East 38322m2

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LEGEND

Watercourse 5 m Contour Catchment

1:6,000

Map projection: Universal Transverse Mercator
Horizontal datum: Geocentric Datum of Australia 1994
Grid: Map Grid of Australia, Zone 54

GRID N

DBN Consulting Engineers Pty Ltd

M 0422 150 775 E deannobbs@internode.on.net

GE Hughes Construction Co
Truck Parking Hardstand

Catchment Plan

13 | August 2019

job no. ADL0219
rev no. A

Figure 01

LEGEND

Proposed 1% AEP Flood Extent

Existing 1% AEP Flood Extent

Proposed Truck Parking Hardstand

Proposed Earth Bund

Proposed Fill Height

Existing SW Pits

Existing SW Pipes

HECRAS XS

Watercourses

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300 mm High Compacted Earth Bund

0.0 m

0.39 m

0.76 m

1.00 m

0.0 m

0.64 m

0.93 m

1.00 m

105.3

93.6

87.2

75.1

69.1

DN450

54.9

48.1

36.3

30

23.7

16.9

9.4

1.8

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Adelaide Hills Council

1:500

GRID N

Map projection: Universal Transverse Mercator
Horizontal datum: Geocentric Datum of Australia 1994
Grid: Map Grid of Australia, Zone 54

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M 0422 150 775 E deannobbs@internode.on.net

GE Hughes Construction
Truck Parking Hardstand

1% AEP Flood Mapping and
Proposed Mitigation Measures

30 | April 2021

job no. ADL0219
rev no. B

Figure 02

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Kenton Valley Rd

200 mm High Cement Stabilised Bund

200 mm High Cement Stabilised Bund

cWestHard 5662m2

cGFIP1 10614m2

HW1

GFIP2

DN375

GFIP4

DN450

DN750

Approx. Location of Future CFS Development 1841m2

Sediment Forebay
IL434.20 160m2

1m High Concrete Block Wall
(Min 435.10 m AHD)

6m WeirTWL 434.90

HW2

DN450

HW2

JB1

DN375

GFIP5

70 m2 of Biofiltration
SL434.20 m AHD

300 mm High Rock Check Dam

1m High Concrete Block Wall
(Min 435.10 m AHD)

DN900

HW1

DN750

GFIP1

DN375

Concrete Block Wall

GFIP3

DN450

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LEGEND

Rock Check Dam | Biofiltration | Concrete Block Wall | Proposed SW Pits | Proposed SW Pipes | Basin Invert | Basin TWL | Proposed Development Catchment | Cement Stabilised Bund

CFS Area | Existing Pits | Existing Pipes

1:750

Map projection: Universal Transverse Mercator
Horizontal datum: Geocentric Datum of Australia 1994
Grid: Map Grid of Australia, Zone 54

GRID N

DBN Consulting Engineers Pty Ltd

M 0422 150 775 E deannobbs@internode.on.net

GE Hughes Construction
Truck Parking Hardstand

Stormwater Management Plan

30 | April 2021

job no. ADL0219
rev no. F

Figure 03

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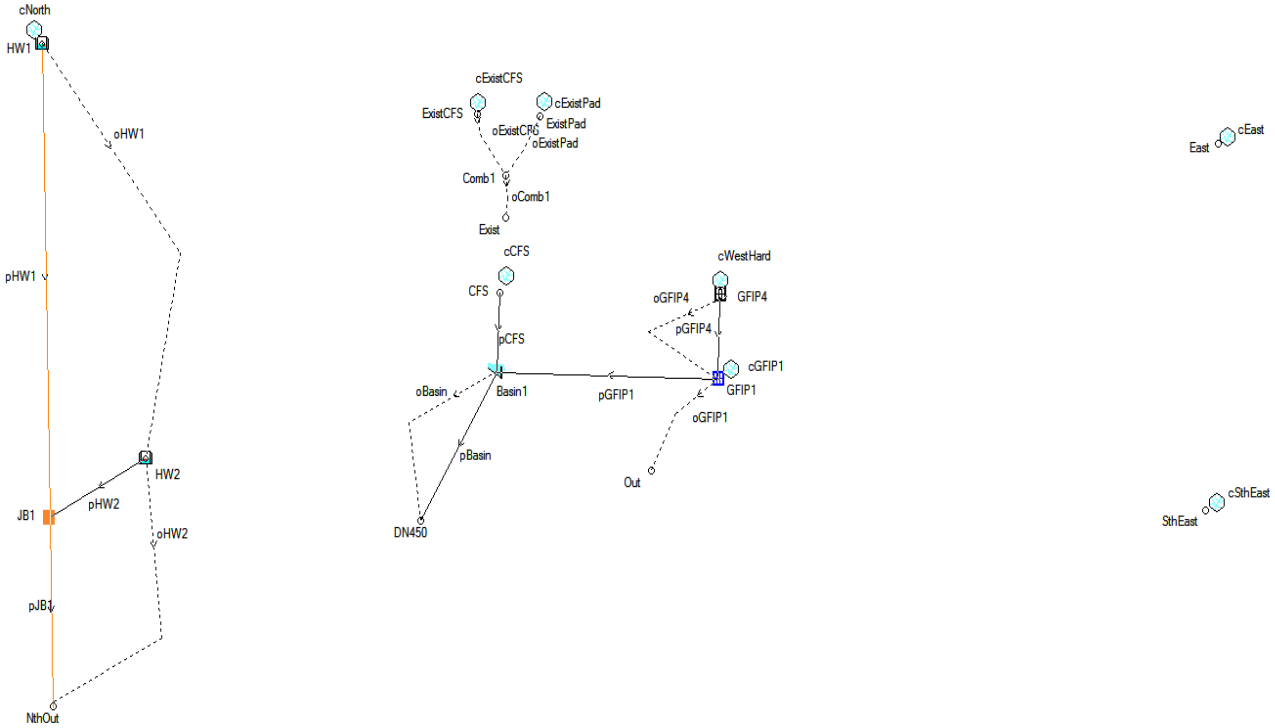
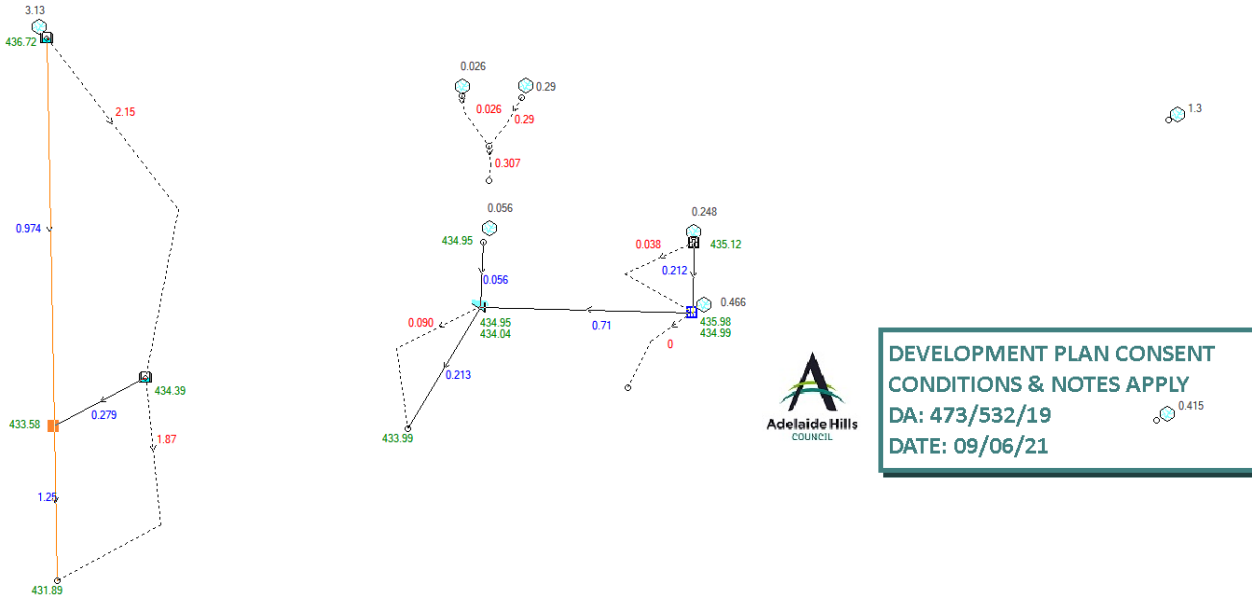
Appendix B – DRAINS Model Results



DRAINS Model Layout (above)



1% AEP DRAINS Model Results (above)

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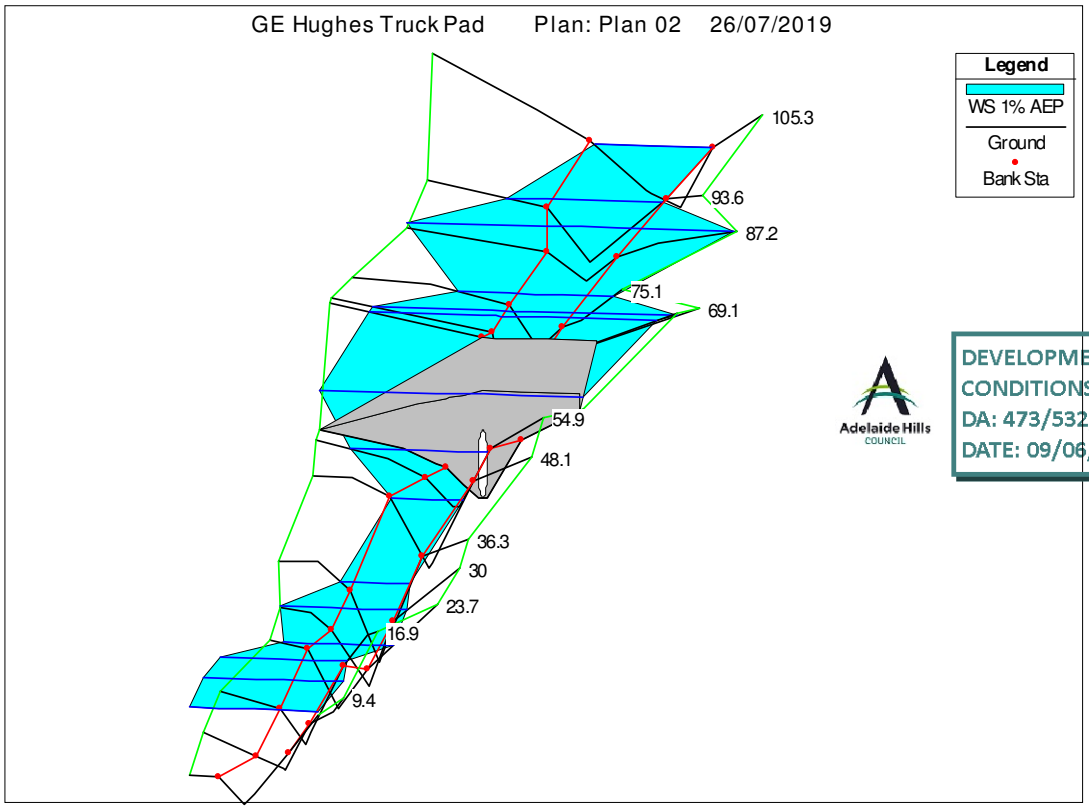
Appendix C – HEC-RAS Modelling Results

Existing Conditions HEC-RAS Modelling Results (below)

River Sta	Profile	Q Total (m3/s)	Min Ch El (m)	W.S. Elev (m)	Vel Chnl (m/s)	Flow Area (m2)	Top Width (m)
105.3	1% AEP	1.3	438.02	438.42	0.94	1.39	6.32
93.6	1% AEP	1.3	437.85	438.26	0.97	1.39	8.37
87.2	1% AEP	1.3	437.84	438.2	0.78	2.32	17.47
75.1	1% AEP	1.3	437.59	437.96	1.37	1.16	8.29
69.1	1% AEP	1.3	437.21	437.95	0.64	3.05	16.27
62		Culvert					
54.9	1% AEP	1.3	436.89	437.26	1.35	1.12	7.39
48.1	1% AEP	1.3	436.6	437.05	1.51	0.86	3.79
36.3	1% AEP	1.3	436.17	436.7	1.46	0.91	3.75
30	1% AEP	1.3	436.12	436.64	1.17	1.23	6.77
23.7	1% AEP	1.3	436.08	436.51	1.45	0.97	5.8
16.9	1% AEP	1.3	435.96	436.52	0.66	2.13	6.81
9.4	1% AEP	1.3	435.92	436.52	0.48	3.1	7.5
1.8	1% AEP	1.3	435.82	436.46	0.15	2.78	6.8



AMENDED 3 May 2021

Proposed Development Conditions HEC-RAS Modelling Results (below)

River Sta	Profile	Q Total (m3/s)	Min Ch El (m)	W.S. Elev (m)	Vel Chnl (m/s)	Flow Area (m2)	Top Width (m)
105.3	1% AEP	1.3	438.02	438.42	0.94	1.39	6.32
93.6	1% AEP	1.3	437.85	438.26	0.97	1.39	8.37
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69.1	1% AEP	1.3	437.21	437.95	0.64	3.05	16.27
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54.9	1% AEP	1.3	436.89	437.26	1.35	1.12	7.39
48.1	1% AEP	1.3	436.6	437.05	1.51	0.86	3.79
36.3	1% AEP	1.3	436.17	436.7	1.46	0.91	3.75
30	1% AEP	1.3	436.12	436.64	1.17	1.23	6.77
23.7	1% AEP	1.3	436.08	436.51	1.45	0.97	5.8
16.9	1% AEP	1.3	435.96	436.52	0.66	2.13	6.81
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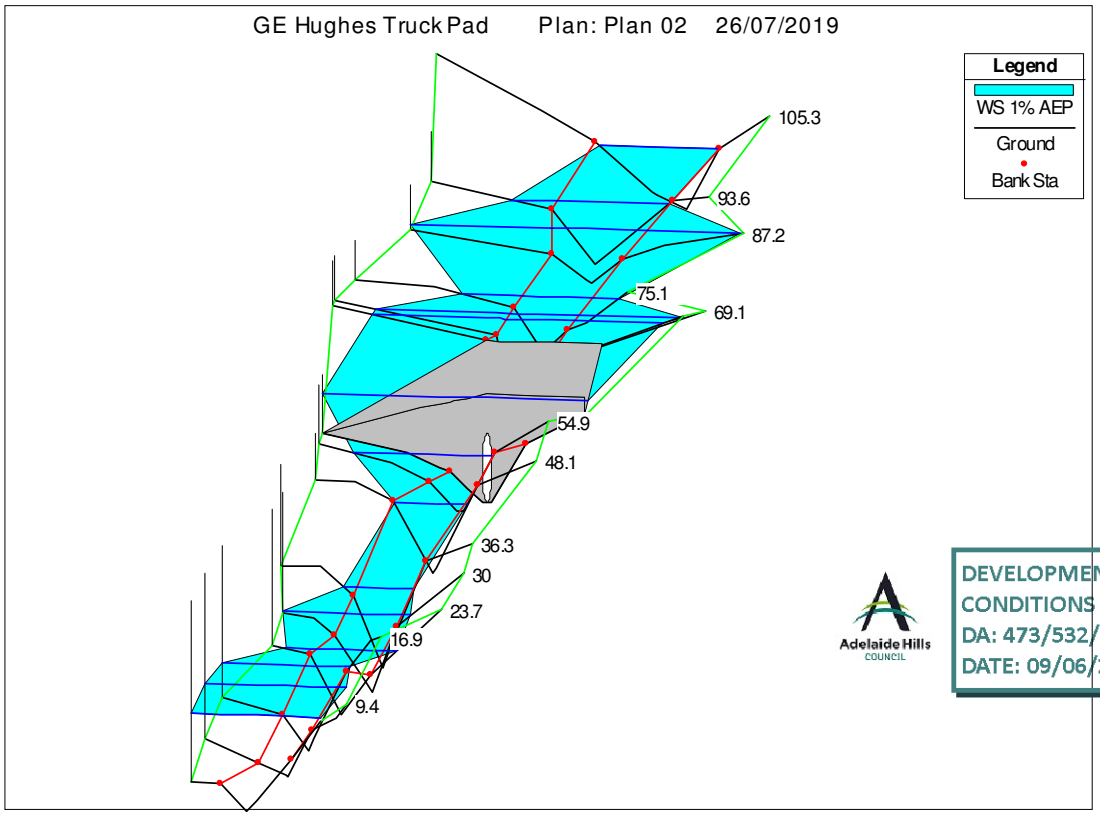

Adelaide Hills COUNCIL

DEVELOPMENT PLAN CONSENT
CONDITIONS & NOTES APPLY
DA: 473/532/19
DATE: 09/06/21

Westmatic Australia Pty Ltd
ABN: 15 639 072 861

410 Churchill Road
Kilburn South Australia 5084
Phone: 1300 624 222
Email: admin@westmatic.com.au

300421

Dear Duane,

In response to your question regarding water usage and disposal of detergents into sewer systems I can give you the following information;

1. The average wash cycle for your style of vehicles will be 3 – 4 minutes depending on driving speed

2. The water usage is driven by the rinse water used. In your case we envisage using approx. 130lpm for the duration of the wash cycle. Typically drivers speed up slightly going through the brush section of the equipment so work on 3 minutes of rinse water being applied = 390L on average / truck used.

3. We recommend an environmentally friendly standard Truck wash to be used in the system. Depending on application rate, length of vehicle and driving speed approximately 0.7-1.1 L of concentrate is used. I have attached information on a low impact truck wash product that we provide.

4. The system contains approx. 30000L of water at any given time. A typical wash cycle uses 5-6000L from the 30000L. The rinse water mentioned in point 2 above is added into the overall water volume and therefore only 390L of water is discharged to sewer per wash cycle. This water is passed through a standard oil separator as per functional description forwarded to you last week.

It should be mentioned that if manual pressure cleaning equipment with a traditional chemical injector is used, a truck and tipper usually requires 14-1600L of water and 3-5L of truck wash. In other words, the use of automated systems have huge environmental benefits over traditional pressure cleaning.

Adelaide Hills COUNCIL

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I trust this information helps. If you have any further questions please don't hesitate to contact me.

With regards,

Ulf Thorstensson
Managing Director
Westmatic Australia

ADELAIDE HILLS COUNCIL
RECEIVED 3 May 2021

Westmatic
CLEAN & GREEN
AUSTRALIA

PARTNERING WITH
CLEAN MACHINE
POWER TO CLEAN

ADELAIDE HILLS COUNCIL
RECEIVED 3 May 2021

Adelaide Hills COUNCIL

DEVELOPMENT PLAN CONSENT
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DA: 473/532/19
DATE: 09/06/21

GE HUGHES
Construction Co
Building on Tradition
a PO Box 200
Lobethal SA 5241
p 08 8389 6472
f 08 8389 6809
e admin@gehughes.com.au
w www.gehughes.com.au

3rd May 2021

Adelaide Hills Council
Attn: Melanie Scott

RE: GE Hughes Construction Co proposed truck wash.

Currently GE Hughes Construction Co wash all their trucks by hand which can take drivers 2 to 4 hours each; use approximately 1400 to 1600 litres of water each wash and can be physically demanding on the older drivers. It also causes staging issues at our depot.

The intention of the new truck wash is:

- Operate so 2 to 4 trucks are washed each night before they pass through our mechanical workshop as the mechanics can be more comprehensive when everything is visible
- It will take 3 to 4 minutes to wash one truck & trailer
- The truck wash will save 75% of water usage per truck from an estimated 1500litres to 390 litres as it is all recycled apart from 390litres which is passed through an oil separator before being discharged to sewer
- We currently use bore water which will be the same and treated at the truck wash before use
- Hughes are constructing the new truck wash within a contained shed which is not required but will make it aesthetically pleasing and reduce notice by 30% for the 15 minutes a day it may run overall
- SA Water have no objection to a truck wash being installed on the property in principal as per email dated 30/04/2021

Adelaide Hills COUNCIL

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DA: 473/532/19
DATE: 09/06/21

Duane Hughes

ADELAIDE HILLS COUNCIL
RECEIVED 5 May 2021

ECAAS AS/NZS 4801 CERTIFIED SAFETY MANAGEMENT
ECAAS ISO 9001 CERTIFIED QUALITY MANAGEMENT
ECAAS ISO 14001 CERTIFIED ENVIRONMENTAL MANAGEMENT

Safety Data Sheet

TASMAN CHEMICALS
"Tasman trusted products"

Hazardous Substance, NON-Dangerous Goods

1. MATERIAL AND SUPPLY COMPANY IDENTIFICATION

Product name: **FLEET**

Recommended use: Premium Vehicle Wash

Supplier: Tasman Chemicals Pty Ltd
ACN 005 072 659
Street Address: 1-7 Bell Grove
Braeside, VIC, 3195
Australia
Telephone: **+613 9587-6777**
Facsimile: **+613 9587-5255**

Emergency Telephone number: **Australia 1800 334 556**

2. HAZARDS IDENTIFICATION

This material is hazardous according to health criteria of Safe Work Australia.

Signal Word Warning

Hazard Classifications Skin Corrosion/Irritation - Category 3
Serious Eye Damage/Irritation - Category 2A

Hazard Statement
H319 Causes serious eye irritation.

Prevention Precautionary Statements
P102 Keep out of reach of children.
P103 Read label before use.
P264 Wash hands, face and all exposed skin thoroughly after handling.
P280 Wear protective clothing, gloves and eye/face protection .

Response Precautionary Statements
P101 If medical advice is needed, have product container or label at hand.
P305+P351+P338 IF IN EYES: Rinse cautiously with water for several minutes. Remove contact lenses, if present and easy to do. Continue rinsing.
P337+P313 If eye irritation persists: Get medical advice/attention.

Adelaide Hills COUNCIL

DEVELOPMENT PLAN CONSENT
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Storage Precautionary Statement Not allocated

Disposal Precautionary Statement Not allocated

Poison Schedule: Not Applicable

DANGEROUS GOOD CLASSIFICATION

Not classified as Dangerous Goods by the criteria of the "Australian Code for the Transport of Dangerous Goods by Road & Rail" and the "New Zealand NZS5433: Transport of Dangerous Goods on Land".

3. COMPOSITION INFORMATION

CHEMICAL ENTITY	CAS NO	PROPORTION
Benzenesulfonic acid, dodecyl-, sodium salt	25155-30-0	1 - 10 % (w/v)
Triphosphoric acid, pentasodium salt	7758-29-4	1 - 10 % (w/v)
Amides, coconut, N-(hydroxyethyl)	68140-00-1	1 - 10 % (w/v)
1,3-Propanediol, 2-bromo-2-nitro-	52-51-7	0 – 0.1 % (w/v)
Ingredients determined to be non-hazardous		Balance

4. FIRST AID MEASURES

If poisoning occurs, contact a doctor or Poisons Information Centre (Phone Australia 131 126, New Zealand 0800 764 766).

Inhalation: Remove victim from exposure - avoid becoming a casualty. Remove contaminated clothing and loosen remaining clothing. Allow patient to assume most comfortable position and keep warm. Keep at rest until fully recovered. Seek medical advice if effects persist.

Skin Contact: If skin or hair contact occurs, remove contaminated clothing and flush skin and hair with running water. If swelling, redness, blistering or irritation occurs seek medical assistance.

Eye contact: If in eyes, hold eyelids apart and flush the eyes continuously with running water. Continue flushing until advised to stop by the Poisons Information Centre or a Doctor; or for at least 15 minutes and transport to Doctor or Hospital.

Ingestion: Rinse mouth with water. If swallowed, do NOT induce vomiting. Give a glass of water to drink. Never give anything by the mouth to an unconscious patient. If vomiting occurs give further water. Seek medical advice.

Notes to physician: Treat symptomatically.

5. FIRE FIGHTING MEASURES

Hazchem Code: Not applicable.

Suitable extinguishing media: If material is involved in a fire use water fog (or if unavailable fine water spray), alcohol resistant foam, standard foam, dry agent (carbon dioxide, dry chemical powder).

Specific hazards: Non-combustible material.

Firefighting further advice: Not applicable.

6. ACCIDENTAL RELEASE MEASURES

SMALL SPILLS
Wear protective equipment to prevent skin and eye contamination. Avoid inhalation of vapours or dust. Wipe up with absorbent (clean rag or paper towels). Collect and seal in properly labelled containers or drums for disposal.

LARGE SPILLS
Clear area of all unprotected personnel. Slippery when spilt. Avoid accidents, clean up immediately. Wear protective equipment to prevent skin and eye contamination and the inhalation of vapours. Work up wind or increase ventilation. Contain - prevent run off into drains and waterways. Use absorbent (soil, sand or other inert material). Collect and seal in properly labelled containers or drums for disposal. If contamination of crops, sewers or waterways has occurred advise local emergency services.

Dangerous Goods – Initial Emergency Response Guide No: Not applicable

7. HANDLING AND STORAGE

Handling: Avoid eye contact and repeated or prolonged skin contact. Avoid inhalation of vapour, mist or aerosols.

Storage: Store in a cool, dry, well-ventilated place and out of direct sunlight. Store away from foodstuffs. Store away from incompatible materials described in Section 10. Store away from sources of heat and/or ignition. Keep container standing upright. Keep containers closed when not in use - check regularly for leaks.

8. EXPOSURE CONTROLS / PERSONAL PROTECTION

National occupational exposure limits: No value assigned for this specific material by Safe Work Australia.

Biological Limit Values: As per the "National Model Regulations for the Control of Workplace Hazardous Substances (Safe Work Australia)" the ingredients in this material do not have a Biological Limit Allocated.

National occupational exposure limits: Natural ventilation should be adequate under normal use conditions..

Personal Protection Equipment: SAFETY SHOES, OVERALLS, GLOVES, SAFETY GLASSES.

Wear safety shoes, overalls, gloves, safety glasses.Available information suggests that gloves made from should be suitable for intermittent contact. However, due to variations in glove construction and local conditions, the user should make a final assessment. Always wash hands before smoking, eating, drinking or using the toilet. Wash contaminated clothing and other protective equipment before storing or re-using.

Hygiene measures: Keep away from food, drink and animal feeding stuffs. When using do not eat, drink or smoke. Wash hands prior to eating, drinking or smoking. Avoid contact with clothing. Avoid eye contact and repeated or prolonged skin contact. Avoid inhalation of vapour, mist or aerosols. Ensure that eyewash stations and safety showers are close to the workstation location.

9. PHYSICAL AND CHEMICAL PROPERTIES

Material Family:	Aqueous Formulation
Base Units:	Litres
Form:	Creamy Liquid
Colour:	Opaque Blue
Odour:	Odourless

Solubility:	Miscible in water
Specific Gravity (20 °C):	1.08
Density:	1.08
Relative Vapour Density (air=1):	N App
Vapour Pressure (20 °C):	N App
Flash Point (°C):	> 100 Degrees Celcius
Flammability Limits (%):	N App
Autoignition Temperature (°C):	N App
Melting Point/Range (°C):	N App
Boiling Point/Range (°C):	100 Degrees Celcius
pH:	7 - 9
Viscosity:	Viscous Liquid
Total VOC (g/Litre):	N App

Adelaide Hills COUNCIL

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(Typical values only - consult specification sheet) N Av = Not available, N App = Not applicable

10. STABILITY AND REACTIVITY

Chemical stability: This material is thermally stable when stored and used as directed.

Conditions to avoid: Elevated temperatures and sources of ignition.

Incompatible materials: Oxidising agents.

Hazardous decomposition products: Oxides of carbon and nitrogen, smoke and other toxic fumes.

Hazardous reactions: No known hazardous reactions.

11. TOXICOLOGICAL INFORMATION

No adverse health effects expected if the product is handled in accordance with this Safety Data Sheet and the product label. Symptoms or effects that may arise if the product is mishandled and overexposure occurs are:

Acute Effects

Inhalation: Material may be an irritant to mucous membranes and respiratory tract.

Skin contact: Contact with skin may result in irritation.

Ingestion: Swallowing can result in nausea, vomiting and irritation of the gastrointestinal tract.

Eye contact: An eye irritant.

Acute toxicity

Inhalation: This material has been classified as non-hazardous. Acute toxicity estimate (based on ingredients): >20 mg/L

Skin contact: This material has been classified as non-hazardous. Acute toxicity estimate (based on ingredients): >2,000 mg/Kg

Ingestion: This material has been classified as non-hazardous. Acute toxicity estimate (based on ingredients): >2,000 mg/Kg

Corrosion/Irritancy: Eye: this material has been classified as a Category 2A Hazard (reversible effects to eyes). Skin: this material has been classified as not corrosive or irritating to skin.

Sensitisation: Inhalation: this material has been classified as not a respiratory sensitiser. Skin: this material has been classified as not a skin sensitiser.

Aspiration hazard: This material has been classified as non-hazardous.

Specific target organ toxicity (single exposure): This material has been classified as non-hazardous.

Chronic Toxicity

Mutagenicity: This material has been classified as non-hazardous.

Carcinogenicity: This material has been classified as non-hazardous.

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Reproductive toxicity (including via lactation): This material has been classified as non-hazardous.

Specific target organ toxicity (repeat exposure): This material has been classified as non-hazardous.

12. ECOLOGICAL INFORMATION

Avoid contaminating waterways.

Acute aquatic hazard: This material has been classified as non-hazardous. Acute toxicity estimate (based on ingredients): >100 mg/L

Long-term aquatic hazard: This material has been classified as non-hazardous. Non-rapidly or rapidly degradable substance for which there are adequate chronic toxicity data available OR in the absence of chronic toxicity data, Acute toxicity estimate (based on ingredients): >100 mg/L, where the substance is not rapidly degradable and/or BCF < 500 and/or log K_{ow} < 4.

Ecotoxicity: No information available.

Persistence and degradability: No information available.

Bioaccumulative potential: No information available.

Mobility: No information available.

13. DISPOSAL CONSIDERATIONS

Persons conducting disposal, recycling or reclamation activities should ensure that appropriate personal protection equipment is used, see "Section 8. Exposure Controls and Personal Protection" of this SDS.

If possible material and its container should be recycled. If material or container cannot be recycled, dispose in accordance with local, regional, national and international Regulations.

14. TRANSPORT INFORMATION

ROAD AND RAIL TRANSPORT
Not classified as Dangerous Goods by the criteria of the "Australian Code for the Transport of Dangerous Goods by Road & Rail" and the "New Zealand NZS5433: Transport of Dangerous Goods on Land".

MARINE TRANSPORT
Not classified as Dangerous Goods by the criteria of the International Maritime Dangerous Goods Code (IMDG Code) for transport by sea.

AIR TRANSPORT
Not classified as Dangerous Goods by the criteria of the International Air Transport Association (IATA) Dangerous Goods Regulations for transport by air.

15. REGULATORY INFORMATION

This material/constituent(s) is covered by the following requirements:
• All components of this product are listed on or exempt from the Australian Inventory of Chemical Substances (AICS).

16. OTHER INFORMATION

Reason for issue: 5 Yearly Revision

This information was prepared in good faith from the best information available at the time of issue. It is based on the present level of research and to this extent we believe it is accurate. However, no guarantee of accuracy is made or implied and since conditions of use are beyond our control, all information relevant to usage is offered without warranty. The manufacturer will not be held responsible for any unauthorised use of this information or for any modified or altered versions.

If you are an employer it is your duty to tell your employees, and any others that may be affected, of any hazards described in this sheet and of any precautions that should be taken.

Safety Data Sheets are updated frequently. Please ensure you have a current copy.

PETER MELINE AND ASSOCIATES
TOWN AND COUNTRY PLANNERS
PO BOX 1508, MT. BARKER, SA, 5251.
MOBILE 0448 395 299
petermeline@bigpond.com

11/02/2021

Ms Melanie Scott
Development & Regulatory Services
Adelaide Hills Council
PO Box 44
Woodside SA 5244

Dear Melanie,

19/532/473
4 Brettig Rd, Lobethal SA
RESPONSE TO WRITTEN REPRESENTATIONS
PURSUANT TO SECTION 38 DEVELOPMENT ACT 1993 AND REGULATION 36 OF THE DEVELOPMENT REGULATIONS 2008

I have reviewed the written representations as sent to Council in response to the public exhibition process for the above DA as prescribed in Section 38 of the Development Act 1993 and Part 6 of the Development Regulations 2008, and I have summarised them in the table below.

REPRESENTOR	SUMMARY OF ISSUES
Dianne Barrett 20 Kenton Valley Rd, Lobethal	• Objects to the proposal and expresses concerns • Privacy Concerns • Noise Concerns • Light Spill • Diesel Pollution • Fencing
Mr and Helen Elsworthy 15A Kenton Valley Rd, Lobethal	• Objects to the proposal and expresses concerns • Concern with proximity to residential dwellings • Noise Concerns • Too close to Water Catchment • Concern about trucks entering and leaving on Kenton Valley Road
SA Power Networks	• Does not consider it necessary to be heard or represented provided the below matters are considered

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DEVELOPMENT PLAN CONSENT
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	• Building Setbacks • Building Near Powerlines • Vegetation Clearances

It is noted that 2 representors oppose the proposal. The issues raised by the representors are addressed below:

- **LACK OF PRIVACY**

Ms Barrett has expressed concern over the potential lack of privacy and has requested a 3m high fence located on concrete blocks along the Southern boundary of the allotment, in accord with Council Wide "Design and Appearance" PDC 18 – *visual privacy*. We have no problem with obliging this request.

- **NOISE**

Concerns have been expressed regarding the noise of the truck wash and increase in noise due to an increase of vehicle movements. The proposed truck wash will be located within a shed, despite not needing to be, and the majority of usage will be between the hours of 4pm and 7pm on weekdays. However, the applicant notes that the company requires full flexibility of truck washing times to be able to operate the business effectively.

The noise emitted from the proposal is not considered to be significant and should not cause unreasonable interference with the adjoining and adjacent dwellings, in accord with PDC 8 of the Council Wide Provisions – Interface Between Land Uses – *Noise Generating Activities.*

The trucks accessing the land are 80% Euro 6 Emission Standard compliant and the rest are Euro 5 Emission Standard Compliant. All trucks are fitted with retarders (not engine brakes), resulting in no engine braking noise. All trucks have road friendly air bag suspension and run full maintenance and mass schemes. Trucks are only ever parked on the site at the end of their days work.

- **LIGHT SPILL**

The proposed lighting will be designed to minimise light spill off the site. It is considered that the proposed fencing as specified above will aid in minimising light pollution into 20 Kenton Valley Road, in accord with Council Wide "Industrial Development" PDC 6.

- **DIESEL POLLUTION**

The applicant notes that the existing silt fence installed was for sediment control as requested and discussed with the council. Following an anonymous complaint the EPA conducted an inspection of the site, and found a small film of material on a puddle which was 100 metres from the winter creek and the EPA advised that they were satisfied that no other works were required after inspecting the site and complex.

- **TRAFFIC MOVEMENT**

Currently, all vehicles enter and leave the site via Brettig Road. There is no proposal for trucks to use Kenton Valley Road to access the site.

- **PROXIMITY TO DWELLINGS**

The proposed development is an extension of an existing, lawful development and located within the Light Industry Zone. This business has operated this way for 18 years, and due to company growth now supports 120 staff and more than 750 subcontractors and suppliers. The applicant is seeking a change of use to include transport depot, storage and truck wash area. This form of development is considered appropriate for this zoning and all necessary measures will be taken to preserve the amenity of the neighbouring properties.

It is respectfully submitted that the proposal is an extension of an existing long standing lawful land use located within a Light Industry Zone. Pursuant to the objectives of the Zone, the use is an appropriate kind of use for the Zone (Light Industry) and Policy Area (Light Industry (Lobethal North)).

It is considered that the issues raised in the written representations will be adequately managed within the proposal and are not considered to be seriously at variance with Adelaide Hills Council's Development Plan.

It is therefore recommended that the application should be submitted to the Development Assessment Panel for approval subject to conditions pursuant to Section 35(3) of the Development Act 1993.

Regards,

Peter Meline
RPIA, MAIBS, JP.
Accredited Professional (Planning) Level 1

Adelaide Hills COUNCIL

DEVELOPMENT PLAN CONSENT
CONDITIONS & NOTES APPLY
DA: 473/532/19
DATE: 09/06/21

To:	**Deryn Atkinson, CAP**
From:	Melanie Scott
Date:	**6 July 2021, updated 5 August 2021**
Development No	**19/532**
Proposal	**Change of use to include a transport depot and extend an existing vehicle hardstand, retaining walls, combined fence and retaining wall (maximum height 4.15 metres), 2 x 28,000 litre fuel storage pods, storage building, outbuilding for truck wash equipment, 2 x 20,000 litre water tanks & associated earthworks**
Subject Land:	**4 Brettig Road, Lobethal SA 5241** **Lot:3 Sec: P5140 FP:125204 CT:5220/438**
Subject:	**Request minor variation to DPC approved plans (CAP Decision)**

CAP issued planning consent at its June 2021 meeting.

The applicant's consultant contacted Council on 18 June 2021 advising the proponent wished to vary the application with a larger building. Given issues noted during assessment of the original application with regard to vehicle turning paths from the proposed building I requested the amended plans demonstrate vehicle swept paths.

Amended plans were submitted on 2 July 2021 reflecting the proposed building changes and the vehicle swept paths.

The approved plan had the building set back approximately 39metres from the southern boundary. The proposed building is set back approximately 29metres from the southern boundary. Given the turning circle can still be accommodated the proposed fencing on the boundary is unaltered I am of the opinion the new location will have minimal impact and not an unreasonable impact on the neighbouring property despite being 10 metres closer.

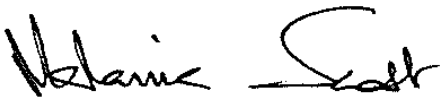
The height of the proposed building does not change (6metre wall height).

The CAP approved footprint was 548m^2. The amended proposal has a footprint of 710m^2, an increase of 162m^2 or a 30% increase. In my opinion as the proposed variation to the building is only one element of the application and does not change the number of trucks

(50 per condition 7) or the hours of operation of the proposed truck wash (condition 6) the application is not changed substantively.

The length of the building changes from 36m to 43m. The main truck wash portion increases in width from 6m to 8m and there is a .3m increase in the utility room from 3.5m to 3.8m. The machinery storage area remains at 7.5m width with an increased length.

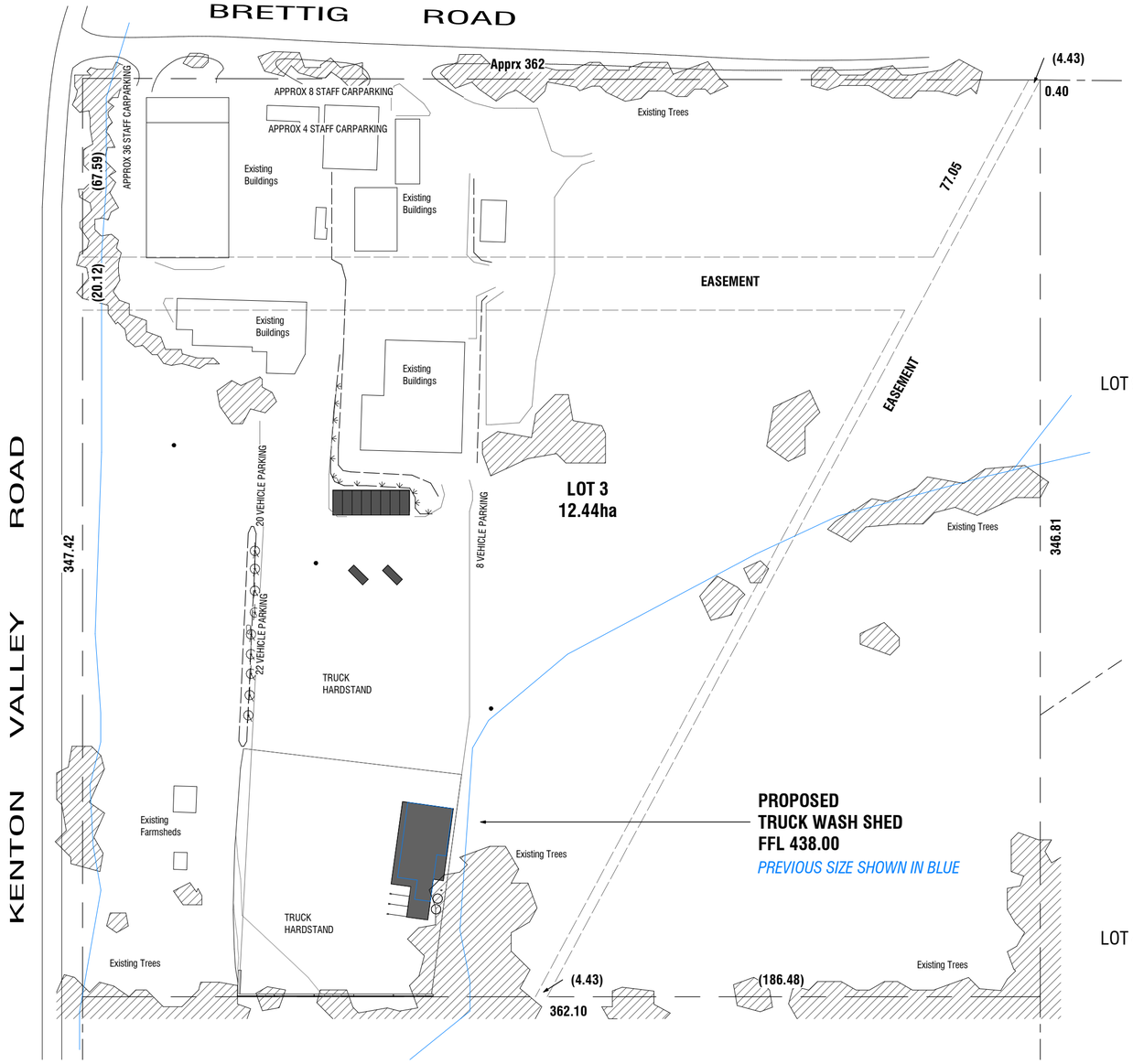
In my opinion as the proposed variation to the building is only one element of the application and does not change the number of trucks (50 per condition 7) or the hours of operation of the proposed truck wash (condition 6) the application is not changed substantively and the impact on neighbours is not considered unreasonable the variation is considered minor.



Melanie Scott
Senior Statutory Planner

Notes this variation was discussed with Manager DS who is also the Assessment Manager for Council and in accordance with the following from instrument C of the delegations does not require either CAP or Assessment Manager concurrence.

r65(1)(a)	42. Variation of Authorisation (Section 128) 42.1 The power pursuant to Regulation 65(1)(a) of the General Regulations to, for the purposes of Section 128(2)(b) of the PDI Act, if a person requests the variation of a development authorisation previously given under the Act (including by seeking the variation of a condition imposed with respect to the development authorisation) to form the opinion and be satisfied that the variation is minor in nature, and approve the variation.	Assessment Manager (72), Building Officer (380), Building Officer (453), Building Officer (463), Building Officer (73), Director Development and Regulatory Services (70), Manager Development Services (72), Senior Statutory Planner (80), Senior Strategic and Policy Planner (200), Statutory Planner (195), Statutory Planner (215), Statutory Planner (230), Statutory Planner (462), Statutory Planner (82), Statutory Planning Cadet (355), Team Leader Building Services (286), Team Leader Statutory Planning (326)	Except variations to development decisions previously made by the CAP where a condition is requested to be completely revoked either by the lodgement of a separate application or simply by written request or where the variation is adding new elements or substantively amending the proposal. In the above circumstances the variation shall be submitted to CAP.



Adelaide Hills COUNCIL

GENERAL REGULATION 65 VARIATION
UNDER THE PDI ACT 2016
DA: 473/532/19
DATE: 5 August 2021

AMENDED 2 August 2021

LOCATION PLAN
1 : 1500

G E HUGHES Construction Co
Building on Tradition

PROPOSED WORKS at GE.HUGHES FACILITY
28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438
LOCATION PLAN

PLANNING DRAWINGS

Date:	Drawn:	Rev:	
16-06-2021	PL	*16-06-21 Amended Truckwash Shed size/shape*	PA01
Scale: 1 : 1500	Dwg No: 1 of 4		

DESIGNING PLACES
19 POST OFFICE ROAD LOBETHAL
ABN 50 643 428 118
Ph 0424 364436

ORIGINAL SHEET SIZE A2

GENERAL REGULATION 65 VARIATION
UNDER THE PDI ACT 2016
DA: 473/532/19
DATE: 5 August 2021

STORMWATER NOTES

ALL STORMWATER TO BE RETAINED ONSITE OR DISPOSED
OF TO APPROVED COUNCIL PROVISIONS
STORMWATER VIA uPVC PIPE TO BE CONSTRUCTED TO
AS3500.3.2003 OR CURRENT AUST. STANDARDS

REFER ENGINEER DRAWING AND SPECIFICATION

SITE LEGEND

- FARM GRAZING AREAS
- TRUCK HARDSTAND
- FARM FENCING
- WATER COURSE

AMENDED 2 August 2021

PREVIOUS SIZE SHOWN IN BLUE

SITE PLAN
1 : 500

PROPOSED TRUCK WASH
NEW SHED &
ENCLOSED EQUIPMENT
Apprx FFL438.00
AMENDED SIZE

EXISTING EARTH BUND
EXISTING PLANTER BED/MOUND
NEW LIGHT POLE 15m HIGH
RL 438.000
RL 437.640
SW. DRAIN
EXISTING FARM BUILDINGS
ALLOTMENT BOUNDARY
FUTURE CFS DEVELOPMENT
APPROX LINE OF BATTER
FARM FENCING
200 HIGH BUND AS PER SW. ENGINEER PLAN
RL 437.225
APPRX 115200 SETBACK FROM BOUNDARY
APPRX 273400 SETBACK FROM BOUNDARY
APPRX 29000 SETBACK FROM BOUNDARY
300 HIGH BUND AS PER SW. ENGINEER PLAN
APPRX 222200 SETBACK FROM BOUNDARY
RL 438.000
RL 437.835
RL 437.772
RL 437.694
RL 436.501
RWT
RWT
STOBIE POLE
OVERHEAD POWERLINES
WATER COURSE
FARM FENCING
OLD FARM TRACK
FARM TRACK
FALL IN HARDSTAND
10104
TOW 436.75+
BOW 435.00+
+TOW 437.95
+BOW 436.20
0 SETBACK BLOCKS ON BOUNDARY
220 FENCE SETBACK FROM BOUNDARY
EASEMENT
435.0
436.0
437.0
438.0
439.0
440.0
441.0
442.0
443.0
Apprx 58500 Setback to wall
Block Wall Apprx 75000

G E HUGHES Construction Co
Building on Tradition

PROPOSED WORKS at GE.HUGHES FACILITY
28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438
SITE PLAN TRUCKWASH &HARDSTAND

PLANNING DRAWINGS

Date:	Drawn:	Rev:	
16-06-2021	PL	*16-06-21 Amended Truckwash Shed size/shape*	PA02
Scale: 1 : 500	Dwg No: 2 of 4	*02-07-21 Truck Swept path*	

DESIGNING PLACES
19 POST OFFICE ROAD LOBETHAL
ABN 50 643 428 118
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ORIGINAL SHEET SIZE A2

43020

11580

31440

AMENDED SIZE

PA/EXIT DOORS

PA/EXIT DOORS

MACHINERY STORAGE CARPORT

GRAVEL FLOOR BASE

MACHINERY STORAGE
-EXCAVATORS
-SKIDSTEERS
-ROLLERS
-TRUCKS

FIRE COMPARTMENT
FIRE RATED WALL 60/60/60

PA/EXIT DOORS

WASH BAY

INTERIOR TRUCKWASH ITEMS AS PER CLIENT SUPPLIED EQUIPMENT

SUMP AS PER MANUF. SPECS

PA/EXIT DOORS

PA/EXIT DOORS

7500

8060

3800

RAINWATER TANK

RAINWATER TANK

STORAGE VDAH

PA/EXIT DOORS

UTILITY ROOM

AMENDED 2 August 2021

PA/EXIT DOORS

27510

RECYCLED STORMWATER
-TO BE USED 'ECO TRUCK WASH'

STORMWATER LAYOUT INDICATIVE
-TO BE SPECIFIED BY TRUCK WASH MANUFACTURER
-USE AND RE-USE OF WATER RUN-OFF AS PER MANUFACTURER SPECS

SELECTED COMMERCIAL SHED CONSTRUCTION TYP.

PREVIOUS SIZE SHOWN IN BLUE

FLOOR PLAN

1 : 100

METRE SQ. AREA

SHED FOOTPRINT	Approx 688m2
MACHINERY CARPORT	Approx 87m2

Adelaide Hills Council

GENERAL REGULATION 65 VARIATION
UNDER THE PDI ACT 2016
DA: 473/532/19
DATE: 5 August 2021

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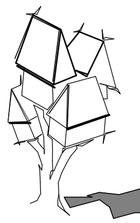
0 1 2 4 8

Finishes Schedule	
Code	Description
CB-PE	Selected Trim-dek profile Colorbond wall(Vertical). PALE EUCALYPT
RD-PE	Roller Door
RfCB-PE	Selected Trim-dek Colorbond roof. PALE EUCALYPT

PROPOSED WORKS at GE.HUGHES FACILITY
28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438
TRUCKWASH FLOOR PLAN &ELEVATIONS



PLANNING DRAWINGS

Date:	Drawn:	Rev:	
16-06-2021	PL	*16-06-21 Amended Truckwash Shed size/shape*	PA03
Scale: 1 : 100	Dwg No: 3 of 4		

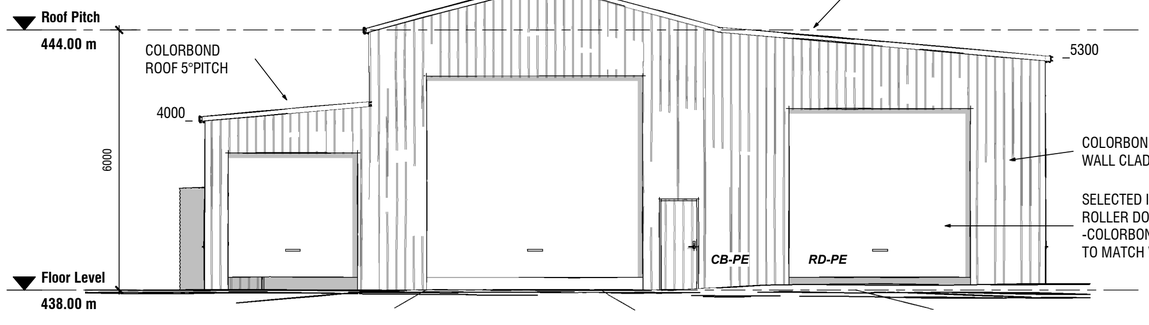
DESIGNING PLACES
19 POST OFFICE ROAD LOBETHAL
ABN 50 643 428 118
Ph 0424 364436

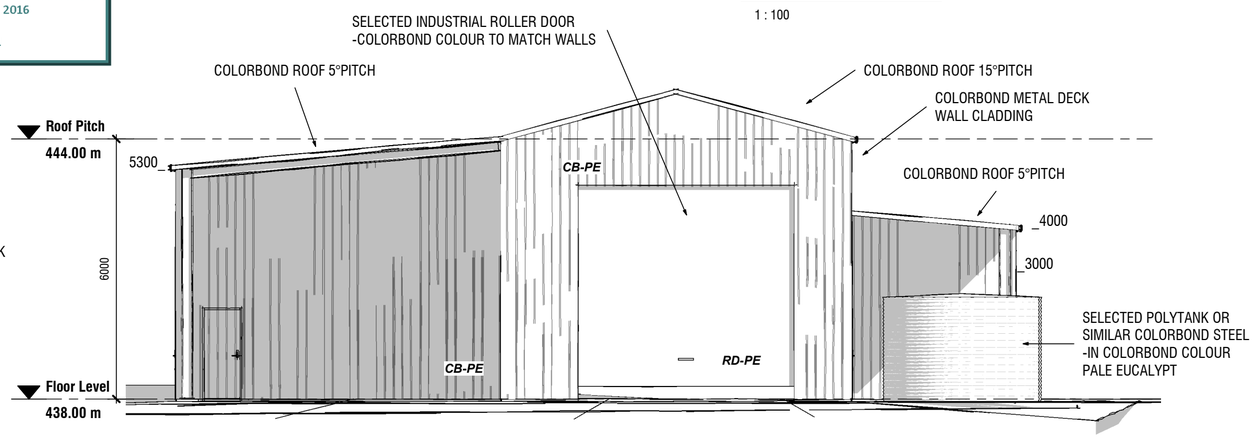
ORIGINAL SHEET SIZE A2

GENERAL REGULATION 65 VARIATION
UNDER THE PDI ACT 2016
DA: 473/532/19
DATE: 5 August 2021

West Elevation

1 : 100





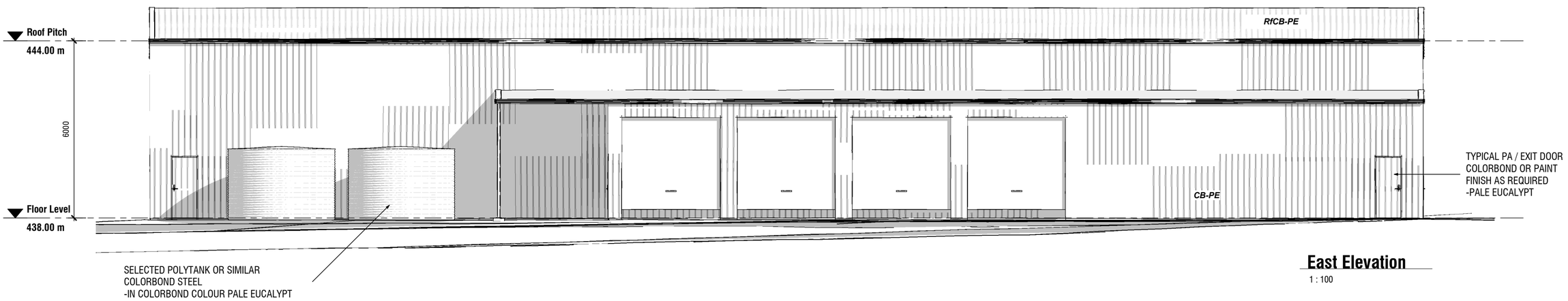
North Elevation

1 : 100

South Elevation

1 : 100

AMENDED 2 August 2021



East Elevation

1 : 100

G E HUGHES Construction Co

Building on Tradition

0 1 2 4 8

Finishes Schedule	
Code	Description
CB-PE	Selected Trim-dek profile Colorbond wall(Vertical). PALE EUCALYPT
RD-PE	Roller Door
RfCB-PE	Selected Trim-dek Colorbond roof. PALE EUCALYPT

PROPOSED WORKS at GE.HUGHES FACILITY
28 (Lot3) BRETTIG ROAD LOBETHAL CT5220/438
TRUCKWASH ELEVATIONS

PLANNING DRAWINGS

Date: 16-06-2021
Drawn: PL
Rev: *16-06-21 Amended Truckwash Shed size/shape*
Scale: 1 : 100
Dwg No: 4 of 4
PA04

DESIGNING PLACES
19 POST OFFICE ROAD LOBETHAL
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ORIGINAL SHEET SIZE A2